The Automobile

SELECTING A HOME FOR THE CAR.

How to plan and design a private garage and where to locate it represent problems in the automotive experience of many owners of cars. There are several items to be taken into consideration.

For instance, there is the matter of the style of architecture. Certainly this should receive careful attention. Of course any old box shaped structure will house a care and protect it from the weather, but a neat garage that is in harmony with the types of architecture of the house is most desirable. It makes one's property more attractive and salable if the owner should ever wish to sell. If the home is of wood, stone, brick or stucco the same material will probably look best in the garage. The size of a garage depends naturally on the number of the cars to be housed. The height usually should be at least ten feet, with a doorway that is at least nine feet high. The length should be usually as much as twenty feet and width about eight or ten feet per car. It is not by any means twice as expensive to build a two-car garage as it is to construct a one-car building. There is a growing tendency to build two-car garages instead of one car. More folks are coming to own two cars. But when there is but one car in the family motorists find it desirable to have extra space enough to shelter the car of a friend who may be visiting.

A little more complicated is the problem as to where the garage should be located. Usually it is to be found in the rear of the house. Some houses that are built on a high plot of ground with the land sloping sharply toward the street represent a situation where locating the garage in the rear of the home is out of the question. In such an event it can be located in front, but the grading can be done so that the garage is mostly underground and does not mar the beauty of the landscaping. Thus located right on the street it has its advantages, but this is not ordinarily the most desirable place to put a garage.

If possible, the garage should be about on a level with the house. Of course, this is not apt to be possible in the case of the house just described. Since it is especially inconvenient to have to back up a steep incline in getting out of the garage, it is desirable when building in the rear of a house to either grade down the road or raise the foundation if the ground slopes away from the back of the house.

PRESENT TENDENCY REVIEWED.

There is a growing tendency to construct garages that are attached to the house. Some of these are located in the basements of homes. This arrangement makes it convenient for the owner who has to start out with his car in unfavorable weather. On the other hand, the auto is a fire hazard. If the garage is under the house its walls and roof should be fireproof, and if there must be an entrance direct from the house to the garage the door should be fireproof. If the garage is in the basement be sure there is no connecting door between it and the furnace room, as gasoline fumes from the car may cause a disastrous explosion. If a garage is attached to the house at the side or rear the same precaution about fire should be taken. Architects have worked out attractive designs for attaching garages to houses.

It is taken for granted that the garage should be well constructed. There should be no drafts. The doors and windows should fit tightly, so that the place can be easily heated if desired. The only proper heat for a garage, however, is steam or hot water. This can be piped from the house. A coal or wood stove in a garage would be extremely dangerous. The building should be constructed so as to keep out various animals that might enter and damage a car.

On the other hand, the garage should be well ventilated. The danger of running a motor in a tightly closed garage is frequently emphasized by tragic consequences to those who do so. The exhaust throws out carbon monoxide, a deadly gas, and in addition, the carburetor constantly drains out the oxygen in the room. One is easily overcome by such conditions, and once this happens the victim has little chance of recovery.

CONCRETE FLOORING URGED.

The floor of a garage should be of concrete. There should be a water outlet under each car so that the dampness will disappear after the car has been washed or the water has been let out of the radiator. The most popular method of lighting a garage at night is by electricity.

To have a water connection in the garage is naturally a great convenience. With plenty of water available the car and the garage floor can be easily kept clean. Also water with a hose connection will come in handy for use in case of fire. Also for fire protection, every garage should have a first class fire extinguisher.

Garage doors come in for a lot of use. The hinges on the doors should be substantial. Garage doors should open outwardly. When doors are opened, fasten them open so they will not slam back and forth. Keep the doors shut when the car is out or in. It is possible to have them arranged so that they slide open straight across the door area or fold up like an accordion or slide on iron frames along the outside of the garage. There should be good quality of bolts and locks and other hardware.

Before building a garage the owner of an automobile should carefully consider this whole matter. He will find that to give his car the proper kind of shelter is true economy. A car properly housed is sure to give its owner many dollars' worth of satisfaction and adequate protection for this valuable possession.

In Other Words,, 'Taint Fair!

A business man who had motored out to his summer camp for the week end met his little daughter at the bridge and presented her with a small sack of candy. Just before they reached camp they overtook the small barefoot boy who brought them milk each morning.

"Give the little boy some candy, Gertie," her father suggested.

Gertie picked out a small piece, but her father took the bag and poured out several pieces into the boy's outstretched hand.

After the boy had gone Gertie said reproachfully, "Papa, why did you give that milk boy nearly all my candy?"

"Why, my dear, you must be generous! Think of all the nice milk he brings, and they don't charge much for it."

"Oh, well," said the little girl, still reproachful, "I only had a few bits of candy, and he's got a whole cow full of milk."

He Probably Did.

"So your husband sleeps like a log?"

"Yes, like a log."

"And saws it all night, I suppose."

Camera as Detective.

An interesting discovery in photography is now being used by the French police in their work of criminal investigation. It has been found useful to impregnate the skin of the fingers of criminals, or other suspected persons, with a preparation containing a lead compound. This remains on the lines of the skin.

When an X-ray photograph is taken, not only is the finger-print shown in detail, but also the structure of the bones. The bones of the fingers furnish even more possible clues to the identification of criminals than finger-prints.

Crowded.

"I feel like a store with a bargain sale," groaned Tommy, as he approached from the direction of the pantry, the immediate surroundings of his mouth being asuspicious dark red.

"What's the matter, my dear?"

"Jam inside."

A sole agent—the shoemaker.

When the "All Blacks" rugby team of New Zealand were at Banff, Chief Buffalo Child Long Lance, a blood Indian, greeted the Maori members of the team as long-lost brothers.

Cured by Nutmegs.

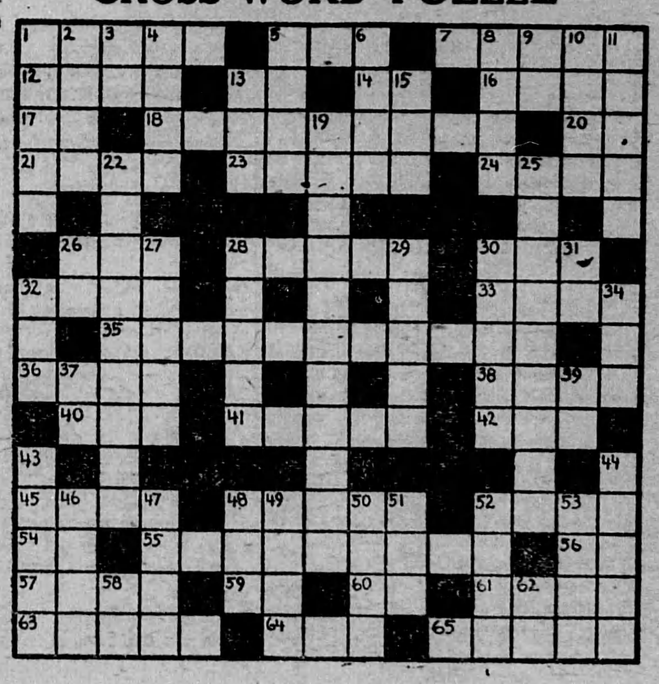
A nutmeg tree will yield from 1,000 to 10,000 nuts a year. All parts of the fruit are in demand for culinary purposes. In Singapore the natives salt the husks, and in drinking saloons they are supplied for the purpose of creating thirst. A delicious preserve is also prepared from the husks.

The nutmeg is employed in medicine as a carminative and stimulant, and fat from the nut—the so-called nutmeg butter—is used as an application for rheumatism.

It contains from 3 to 8 per cent. of a volatile oil, and the substance myristicin, which possesses narcotic properties. Cases of poisoning as a result of chewing nutmegs have been recorded—a single nutmeg seriously affecting the cerebral functions of man.

One way to dodge excessive transportation costs is to grow products of quality.

CROSS-WORD PUZZLE



SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

HORIZONTAL

1—A small job
6—Pronoun (possessive)
7—Implied
12—Girl's name
13—Thus
14—Exclamation
16—Inside an apple
17—Printer's measure
18—One who bears the blame
20—Upon
21—Wealthy
23—Small Spanish horse
24—Perfect mentally
26—Nonsense (slang)
28—Very small insects
30—Consumed
32—A grain
33—Indentation
35—Understands
36—Suppose
38—An English school
40—Possesses
41—Direct
42—Put on clothes
45—A helper (abbr.)
48—Caper
52—Poisonous reptiles
54—Legal term
55—Those who put money in business
56—Island near New York (abbr.)
57—End of a dog
59—Prefix meaning "formerly"
60—Prefix meaning "in"
61—Supplied with shoes
63—Old
64—Boy's name (abbr.)
65—Last name of author of Uncle Tom's Cabin

VERTICAL

1—White collar slave
2—Prefix meaning half
3—Upon
4—Hasty
5—Anticipate
6—Anger
8—Performs
9—Abbr. for name of a business organization
10—A metal
11—Religious belief
13—Bend
15—100 degrees in the shade
19—Battles
22—Partly burned wood (pl.)
25—Those who bear witness to
26—Leave
27—Frozen rains
28—Yawns
29—To clip
30—Summed up
31—Half an em
32—House pet
34—Light brown
37—Royal Highness (abbr.)
39—Onward
43—Portions
44—Apart
46—Settee
47—Cultivate
48—Hail
49—The one following
50—Piece of news
51—Peruse
52—Abbr. for assistant
53—Farm tool
58—Western State (abbr.)
62—Exclamation

Natural Resources Bulletin.

The Natural Resources Intelligence Service of the Department of the Interior at Ottawa says:

One of Canada's economic minerals that is becoming increasingly important is copper. The demand for this metal is rapidly growing, due to the ease with which it can be adapted to manufacture. During 1924 the output of copper in Canada reached the remarkable figure of 101,565,000 pounds, the highest production since the close of the war. In 1918 there was 118,769,434 pounds produced, showing the possibilities of this natural resource when occasion demands. Last year the output of copper was 86,881,537 pounds.

There has been a very large increase in the use of copper in recent years, particularly in the electrical industry, where fully 50 per cent. of the world's output of copper is consumed. In a recent statement by the Secretary of the Copper and Brass Research Association, some figures of consumption were made available.

In telephone and telegraph lines it is estimated that 1,400,000,000 pounds of copper have been used; while the present annual consumption for this purpose is 200,000,000 pounds; submarine cables contain 20,000,000 pounds of copper; radio sets have used up 5,000,000 pounds. Harnessing of water-power and the building of transmission lines have called for an enormous quantity of copper wire.

The manufacture of automobiles absorbs large quantities of copper, varying from twenty pounds in the smaller car to 700 pounds in the more expensive car. Street railway lines use a large amount of copper for trolley wires as well as in the building of the cars, from one to two thousand pounds being required for each car.

Copper is also the principal ingredient in the manufacture of brass, which latter is made by fusing three parts of copper with two parts of zinc, although varying in proportion as to color and hardness required. A small percentage of iron is sometimes added to secure hardness.

British Columbia and Ontario are the two principal producing provinces, the former largely predominating, three companies, the Granby, Britannia and Consolidated, having large smelting and refining plants.

In order to encourage the production of the higher grades of copper a bounty on copper bars and rods, made in Canada from copper produced in Canada and sold for consumption in this country, was granted in 1923 for five years. As a result of this one Canadian electrical company is now rolling copper rods in Canada.

Tourists Leave Much Money Here.

Many estimates are made as to the amount of revenue derived from the tourist traffic. It is somewhat unusual, however, to receive a direct statement of expenditure by those who come to Canada for holiday purposes. The Natural Resources Intelligence Service of the Dept. of the Interior is receiving a large number of enquiries for information on canoe routes, motor trips and holiday resorts from many residents of the United States. Among these is one in which the writer wants information concerning a canoe trip in Northwestern Ontario he contemplates making this summer. He states that "one year, when we figured out, we found we had left $3,700 in your good Province of Ontario, and I assure you it afforded us all great pleasure to do so." This season promises to be an exceptionally active one for tourist business, especially among the areas where transportation is almost exclusively by canoe and portage.

What He Feared.

Two laborers were returning to a construction camp late one night after a pay day. They had spent most of their wages for goods of a liquid nature and thus had great difficulty in keeping to the path through the woods. Finally they strayed from it altogether and one of them fell down a deep ravine. The other held to a tree and peered into the depths for his companion.

"Are you hurt, Jim?" he called.

"I don't know," came a weak voice from the darkness below, "but I think I'm unconscious."

TOMMY'S ESSAY ON CONDUCTORS

By Irene Williams

"Pa," said Tommy, aged ten, who was sitting at a table, with both feet twisted around the legs of said table, a pad of paper before him, and a stubby pencil (which looked as though it had been through a threshing-machine), grasped tightly in his right hand.

No answer from Pa, who was very deep in war, peace, and Bolshevism, as fully explained in the evening paper.

"Pa," said Tommy again. This time the word penetrated somewhat.

"Huh?" said Pa.

"What's conductor mean?" asked Tommy.

Pa submerged again.

"Pa!" said Tommy, louder. "What's conductor mean? Teacher give us this here word, an' said we wuz to write a nessy, an' explain jus' what conductor means."

"Conductor?" said Pa, changed from war, peace and Bolshevism, to copper plate, gun metal, tin roofing and so forth. "A conductor is a gutter pipe."

"Gee!" excaimed Tommy. "Gutter pipe?"

"That's what I said! Can't you understand?" said Pa. "A conductor is a gutter pipe and it carries off things. Now don't bother me any more tonight!"

Tommy looked bewildered for a moment. Then, producing a knife, the blade of which looked as though it had been through two threshing machines, he haggled the stubby pencil until it was a little more stubby; then, rubbing some smudges which were on the paper until they were a little blacker, he proceeded to write about conductors. This is what he had for the Language Class at school the next day:

"It's awful nice to go to the countre of a summer, and stay all summer. You kin go barefut, an' do as you plese, if you don't live there; you kin go black-berryin', an' wade in the crik, an' eat green apples, an' git up when you plese, if you don't live there; if you live there, you have to git up by moonlit, an' milk cows with lanterns—but if you don't live there, you kin git up an' go a-fishin'.

"It's nice in winter, tu, if you don't live there. You kin go a-sleddin' an' roast apples on the harth at night, an' have lots o' minse pies; but if you live there, you have to help hall wood an' shuvel snow. That's a heap hardern hallin sheds up-hill an' pilin' up snow for forts.

"There's lots o' ways to git to the countre. If you don't have no money, you kin walk, if it ain't too fur; but if you have muney, you kin go on horseback, or in ottrmobiles, or steme cars, or trolley cars. A gutter pipe what carries off things, takes your ticket. But they ain't all gutter pipes—some is. Some is awful nice to fat men with dimon rings, an' stilish wimmins, but if they ain't stilish, they push 'em up frunt, an' they say, 'Boy, don't you forgit to git off at your crossin'. I can't stop all day!' Them uns is gutter pipes, they'd carry off things; but some says, 'Madam, I'll help you with your baskit,' no matter who the wimmins is. An' they say, 'Now, sun, this is your stop.' Them uns aint gutter pipes; they would't carry off things.

"This is all I know about conductors."

Solution of last week's puzzle.

G	R	A	Y		F	O	A	M		A	S	P	S	
R	E	N	A	L		U	P		S	T	E	A	L	
I	C	O	N		A	R	T	S		T	A	P	E	
D	A	N	K	E	R			U	N	I	T	E	D	
	N		E		C	O	N	E		C		R		
F		N	E	F		V			C	A	P		A	
L	I	E		A		A	L	T	O		R	I	G	
O	E	R		C	O	L	O		O		E	R	E	
G		O	F	T			D		M	A	Y		S	
	G		I		P	L	E	A		N		D		
G	O	O	B	E	R			I	G	N	O	R	E	
L	O	N	E		Y	A	W	L		E	N	I	D	
U	S	U	R	Y		W	E		G	A	L	E	N	
M	E	S	S		W	E	E	K		L	Y	R	A	

I believe in a spade and an acre of ground. Whoso cuts a straight path to his own living, in the sun and rain and sprouting grain, seems to be a universal workingman. He solves the problem of life.—Emerson.

MUTT AND JEFF

OF COURSE, JEFF COULD MOVE THE HOUSE—By Bud Fisher