The Automobile

BRAKE TROUBLE CAUSED BY CARELESS DRIVING.

There are few more vicious things on earth than a motor car out of control. The most important factors in securing control are the brakes. It is not too much to say that an owner has no moral right to take an automobile out on a public highway without being reasonably certain the brakes of his car are in condition to meet any emergency. Attention to a few simple matters will assure the desired results.

One matter that should be as much of a habit in motoring as keeping water in the radiator is to test the brakes each time when taking out the car. This can be done by throwing out the clutch and applying the brakes. If they do not appear to be working effectively fix them or get them repaired at the earliest possible moment. The small trouble or cost of repairing brakes is much less expensive than a broken fender or the smashed parts of some one else's car that you may crash into because the brakes will not hold.

Know surely that there is a good type brake lining, also that it is properly installed. Some linings are too soft and some are too thick. They may easily become matted and are apt to need constant adjustment. The best linings are usually woven with plenty of asbestos and copper wires.

It usually takes a good auto mechanic to properly install brake linings. It is necessary that the linings be adequately stretched to avoid wrinkling. Also the rivets must be properly sunk, so the metal of the rivets will not score the brake drum, thereby causing the brakes to fail to hold as they should.

AVOID SQUEAKING BRAKES.

Squeaking brakes are a nuisance which can be avoided by proper adjustment. This annoyance can often be stopped by removing the wheels and roughening the brake lining with a file. The brake mechanism should be wiped off and oiled once every 500 miles of driving.

Many accidents are due to faulty adjustment or application of brakes, consequently it is the duty of every car owner to make a systematic brake inspection regularly. For instance, the loss of so small an instrument as a cotter pin may lead to serious accident.

Brakes should not be allowed to drag, for dragging heats them, wears them out unnecessarily and absorbs a lot of the power of the engine. Nor should they be too loose for then they will not act quickly enough to avoid danger. On the propeller shaft brake there is a nut on the brakeband which can be adjusted to make the brakes just the proper tightness. The rod connecting the pedal to the brake can be turned either to the right or to the left to make it the right length for efficient use of the brake.

ADJUSTMENT OF EQUALIZER.

Regarding an axle or wheel drum brake where an equalizer is used, apply the brake with the car jacked up. Adjust the equalizer until it is parallel with the axle, then tighten or loosen the adjusting nut on the brakebands. On the internal type of brake it may be necessary to remove the wheels, adjust the cam plates and adjusting nuts and equalize the length of the brake rods. Where four brakes are employed, all four wheels should be jacked clear of the ground and adjustment made at each individual wheel.

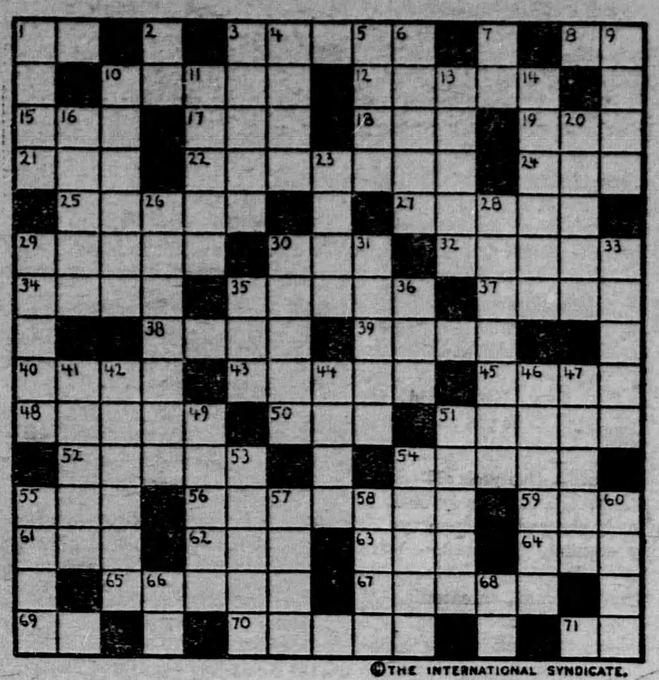
When in doubt as to whether each brake is doing its share of the work, if there are only two of them, jack up the rear wheels and apply the brakes far enough so that it is just possible to turn one wheel by hand. Then adjust the brake on the other wheel so that the same amount of energy is required to turn that wheel by hand. When four brakes are provided the other two are adjusted in the same manner.

Brake trouble will be avoided by using this important part of the car properly. When coming to a stop on a straightway, close the throttle and leave the clutch engaged until just before you come to a stop. This causes the engine to assist the brakes in bringing the car to a standstill.

In going down an ordinary hill leave the clutch engaged and close down the throttle. But in going down a steep hill or a moderate hill with a heavy load, put the gear into intermediate or low speed at the top of the hill and leave the clutch engaged. Shut off the throttle; it may also be of help to turn off the ignition switch.

When driving use the brakes as little as possible. When an emergency stop is necessary close the throttle leave the clutch engaged, apply the foot brake and pull the hand brake if necessary. Do not lock the wheels but keep them rolling to avoid skidding.

CROSS-WORD PUZZLE



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

1—To exist
3—Strength
8—Part of verb "to be"
10—A tree
12—Incendiarism
15—Limit
17—Part of a circle
18—Alighted
19—Self
21—Because of
22—Student
24—A vessel
25—Dictatorial
27—A game
29—To cut thinly
30—A leguminous plant
32—Looks furtively
34—Fabled narrative
35—In the middle
37—Territory
38—Egg-shaped
39—Stylish
40—Disease of animals (Western U. S.)
43—To lure
45—Be silent
48—To fish
50—A small spot
51—Barrier
52—Fundamental
54—To wait upon
55—Fragment
56—Scholarly
59—Writing fluid
61—Consumed
62—A weapon
63—A fish
64—A number
65—Clothed
67—Succeed
69—To perform
70—A dwelling
71—Close to

VERTICAL

1—A kind of meat
2—Exists
3—Clemency
4—Small unit of measurement
5—Large room
6—Test
7—Towards
9—A satellite
10—Clever
11—Worn out
13—A strip of leather for sharpening
14—Sexless
16—In worthy manner
20—To feel the way
23—Indebted to
26—Places of learning
28—Instructor
29—Perceived odor
30—Heaped
31—Village in England noted for its famous race-course
33—Method of cooking
35—Angry
36—Possessive pronoun
41—Path
42—Lightly covered
44—Lacking warmth
46—Ask
47—View
49—Bound by feudal service
51—Provides food
53—Mash
54—Rock
55—A poet
57—To
58—Frozen dainties
60—To weave together
66—Means of transport (abbr.)
68—Above

The Garden That Takes Care of Itself

By Amelia Leavitt Hill.

The thing which discourages the would-be gardener perhaps more than any one other is the care a garden is generally supposed to require. Of course, much care can be taken and every additional touch given will show delightfully.

But a very satisfactory garden can be had with almost no care at all, if a little judgment in selecting plants be used.

Various plants are, of course, especially hardy under certain conditions, and the way to find those best suited to any particular location is, obviously, to observe those which flourish in your neighborhood, either in deserted gardens or where they receive little attention.

Generally speaking, a plant which flourishes under neglect farther north than your own neighborhood may be depended upon to thrive under local conditions.

We can roughly, however, assure ourselves of some plants which will thrive with a fair degree of safety in almost any climate.

Phlox, that stand-by of the perennial garden, is practically indestructible. A plant which has held its own through many vissitudes is surely worth rescuing and cultivating, whereas the newer varieties, if you prefer buying them to salvaging the remains of deserted gardens, will for the most part be as hardy as the old. Phlox is not raised from seed, because of the tendency of the seedlings to revert to the ugly old-fashioned shade of purplish pink, and plants accordingly should be purchased.

It should be divided every three years, and this again affords new proof of its indestructibility. Most plants can be divided only when the bloom is over for the year.

Phlox Just Won't Give Up.

But phlox may be dug up, the roots cut in two with a spade in the most ruthless way and the plants reset either just before or during bloom, when the plant is at its weakest, with no loss of flowers or danger to the growth, if only plenty of water be supplied the divided plants until they become well rooted.

The two varieties of lychnis are also very hardy, and a great addition to the garden in spring and early summer. The earlier—viscaria—with its long purplish pink racemes, is a wild flower in the Balkans.

The later variety—chalcedonica—or London pride, with its scarlet blossoms suggestive in shape of the verbena, is also perfectly hardy.

The platycodon hails from Siberia, which alone should speak volumes for its hardiness. All dealers do not keep it in stock, and to remedy this oversight an effort should be made by every gardener to create a demand for this lovely flower.

The reason for its comparative obscurity may be its extreme lateness in starting in the spring, which results frequently in its being given up for lost and in the bed being redug and the roots discarded, when a little patience would have resulted in complete success.

It is a glorified bluebell, covered with blue or white blossoms during the summer, and is absolutely hardy.

The lupine, which also grows wild in some localities, is well worth cuttivation. It may be had in blue, white or a delicate pink.

The bearded iris with its myriad hues will thrive and increase, and needs no care.

Widely known, too, is the golden glow—rudbeckia—which, though really an attractive flower, is so invariably seen in every yard that many of us have learned to acquire a distaste for its cheery, bobbing yellow heads.

Equally effective and hardy is the helenium in yellow—or, less effective, red—which blooms late into the fall.

There are also many perfectly hardy roses of old type which do not correspond to any of the hybrids of to-day, but which are very lovely.

One old house I know has a good-sized rose bed which has been entirely supplied from deserted gardens in the vicinity. The varieties which compose it are, though beautiful, nameless so far as I know.

Returning to perennials, we must not forget the hollyhock, next to the phlox the most valuable addition to the garden. These seed themselves so lavishly that a bed once made is a bed forever.

Tulips may well be planted in the garden which is to take care of itself. They should be set seven inches deep, and as the bloom each year is produced by a new bulb which forms at the base of the old one, they should be reset every third year, lest they worn down to such a depth that they will ultimately disappear.

As tulips are planted at such a depth it is well to set annuals or perennials among them. Thus after the tulips are gone their yellowing foliage will be concealed by later flowers.

Covering should be removed very early in the spring. The frosts of winter do less harm to the garden than do the early thaws, which draw the young plants out of the ground to be destroyed by later frosts.

The plants once fairly started, weeding is the chief care. This may be passed by during the busy seasons on the farm, and this negligence made up for by more diligent attention at convenient times.

Watering, too, is important.

Watering should be done heavily or not at all.

Unless you can water sufficiently to sink far into the earth—and a little excavation after a heavy rain will show you how hard this is to accomplish—it is best to let the plants shift for themselves and not to accustom them to frequent light watering.

One place where water cannot be spared, however, is in transplanting.

"George spends most of his time at your house now, doesn't he?"

"Yes, and most of his money on himself."

Many Kinds of Religion.

Edward Lyulph Stanley, Lord Sheffield, died in London recently, at the age of 86 years. The family of Lord Sheffield had a remarkable diversity of religious belief. The late Peer was a rigid Anglican. His brother, whom he succeeded to the title in 1903, was a Mohammedan, and another brother, Honorable and Right Rev. Monsignor Algernon Charles Stanley, is the Roman Catholic Bishop of Emmans. Lord Sheffield's daughter, Hon. Venetia Stanley, adopted Jewry on becoming engaged to N. S. Montagu, whom she married in 1915. She is now a widow, her husband having died Nov. 15 last. A sister is a devoted social and unsectarian worker in that curious quarter of London called Soho.

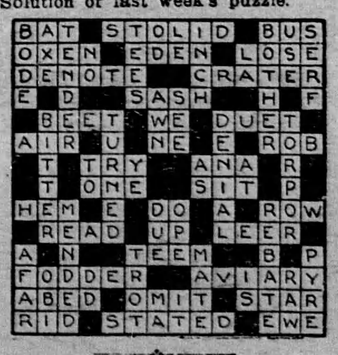
Words With Histories.

When a housewife asks whether the goods she is buying are cotton or woolen, she little thinks that originally they were one and the same, for it was to a woolen fablic made in Bristol, England, that the name "Bristol cotton," was first applied.

Bristol used to be the seaport of the then seat of the woolen trade, the West of England, and "Bristol cotton," a striped cloth, with a long nap which could be reshorn where the garment got shabby, was woven at Bridgewater and Taunton.

The word "blanket" has a peculiar origin. In early times family names often arose from the bearer's occupation, and for generations a family named Blanket had been in the woolen trade and had manufactured white cloth. It is probable that this trade gave them their name from "Blanc," (white), but it was this family which invented the comfortable bed-covering and their new products were referred to as blankets.

Solution of last week's puzzle.



Money for Sport.

Some of the women athletic directors at girls' schools in England are paid as much as $2500 a year.

WHAT PLACE IS THIS?

Signs Should be Provided to Inform Travellers of Local Advantages.

Very soon now the tourist traffic for the 1925 season will commence. We should make things as interesting and attractive as possible for our visitors and also for the many travelling Canadians who are going to explore our highways and byways.

How often when motoring into a cozily situated town or hamlet, we look around the various buildings for some indication of the name of the place. It is probably a very interesting spot to the passerby and he might like to remember it particularly. No signs are in evidence anywhere except those advertising motor car tires and patent medicines, and the interest aroused is apt to die for want of stimulation. There are many ways in which we might welcome our tourist friends and make them aware of our hospitality. Place-signs, prominently posted at the approaches of the villages, with a few concrete facts about the nature of the locality and its commercial and industrial possibilities will add greatly to the interest and employment of the tourist and perhaps very materially to our country's development eventually. The wayside market is useful to the tourist, here he can purchase, direct from the farmer, dairy produce, fresh fruits and vegetables on the cash and carry system. What is better than a cool glass of buttermilk, too, on a hot, thirsty drive? The lovely orchards by our roadsides could be converted into attractive open-air tea rooms, where plain but tempting refreshments could be served at small cost and ample profit by the women and children in their spare moments. Camping spots, where tents could be pitched for a night's sojourn might be provided, rustic tables and chairs with legs sunk in the ground, an open-air fire-place and a lean-to for a garage, make ample accommodation. The Edmonton Auto and Good Roads Association is making arrangements to place direction signs along the Edmonton-Cold Lake route in readiness for the season's tourist traffic. This road passes through a famous trout-fishing district which is visited yearly by a large number of visitors from Chicago and the Eastern States. All towns along this route are being asked to assist in signing the main highway and the local organization is to do its share in view of the large amount of tourist triffic expected along the road during the 1925 season. There are many scenic spots, splendid lakes and fishing stream just off our beaten trails that could be admired by many a visitor if directed thither by a well placed sign. From coast to coast within our borders we possess unexcelled scenery and climate. Let us make the most of this, for ourselves and for our visitors.

The Natural Resources Intelligence Service will gladly supply maps and special information regarding touring conditions in any part of Canada to those who may be interested.

Canada First.

Wembley's first new exhibit for the 1925 exhibition is a huge stuffed buffalo, the largest ever seen in this country, which recently arrived in London. It is for the Canadian pavilion.

Natural Resources Bulletin.

The Natural Resources Intelligence Service of the Dept. of the Interior at Ottawa says:—

Spring, from time immemorial, has been known as housecleaning time. During recent years this period has developed a popular slogan "clean up and paint up." This is especially applicable to the protection and painting of outside woodwork. Wood, when exposed to the weather without protection, quickly deteriorates, it bears a shabby and neglected appearance, and, in a great majority of cases, is but an index of the enterprise or carelessness of the owner.

A statement was made a short time ago by a prominent lumberman that unless Canada exercised more care with her forest resources, the day was not far distant when we would be without our supplies of lumber. While this statement referred particularly to the protection of forests, it might, with equal force, be applied to the protection of our buildings, fences, farm implements, and other equipment into the making of which wood largely enters. In the case of the forests there is the timber only that is lost, while in the decay through neglect or carelessness of woodwork there is also the loss of the human energy that was required in the transformation of the raw materials into the finished product.

Well painted houses or outbuildings, wagons, and other equipment create a feeling of pride in the owner, while the labor in applying and the expense of the material, from its preservative results, are fully warranted. Paint is also a protection against fires from without, as, by preventing the curling and warping of woodwork there is not the same opportunity for sparks to lodge.

Canada this season expects many visitors by rail and motor. They will in large measure, form their opinions of the country by outward appearances. Well-painted buildings and the tidy appearance of the grounds will naturally create a favorable opinion and evidence prosperity. Let us do our part to advertise Canada as a home for progressive people.

High Character Necessary to Locksmith Trade.

Dresden locksmiths have decided they will not train any burglars to annoy posterity, says a Berlin despatch. They have agreed to employ only apprentices of high character who can prove that they have had religious instruction in school. They regard high character indispensable to men in their trade.

MUTT AND JEFF — ONE WAY OF TELLING A GUY WHAT'S WHAT—By Bud Fisher.