English Motorists Turn to Closed Cars

The British With 40 Million People Have as Many Cars as Canada With Her 9 Million

MOTOR SHOW NOTES

"In Great Britain in 1923 there were 384,000 private cars registered, in 1927 the total rose to 778,000, and in 1923 the figure reached 900,557.

"The total number of motor-vehicles at the beginning of this year was 1,332,771. The total consumption of motor spirit for the first six months of this year was 433,527,847 gallons.

"The total output of cars and commercial vehicles for last year was 211,877, which was made up of 165,352 cars and 46,525 commercial vehicles.

"The car and chassis exports for 1928 and the first six months of 1929 totaled respectively 26,306 and 15,982, while the equivalent figures for commercial vehicles were 6,471 and 4,930.

"Taking all registered motor vehicles including motorcycles, there are fewer than nine vehicles to the mile of road."—The Times.

The amazing facts and figures given above provide the reason for the fact that London's big Motor Show interests the ordinary man more than any other London show during the year, for he men and women of the small towns are personally and often financially interested. And they were catered for, too, because as one writer puts it, "The total walking distance round the stalls must be three or four miles, and such are the distractions and the obstructions that it is hard going all the way."

"An affair for rich men and specialists only a few years ago," says the Star, "the Motor Show has become one of our democratic institutions. The aristocrats of the motor-car world still reign in all the dignity of superb achievement and high prices. But the commoners among cars today have most of the qualities regarded only recently as luxuries.

A Magic Carpet

"Technical experts may discuss the defects of various makes, but the fact is that the modern motorcar is a splendid piece of work. It offers to the modern man and to the modern woman—a magic carpet. Once such things existed only in the dreams of romancers. Now they are available on the instalment system for almost everybody."

"Of all the inventions and discoveries of the last hundred years," is the point made by the Sunday Times, "none has affected so deeply and widely the lives and habits of a whole civilization.

"Fifty-five years ago the first motor of petrol vapour exploded in the cylinder of the first motorcar engine. It set in motion the wheels of a social revolution. No tumbrel rolling to the guillotine was more surely the herald of a new order. Small wonder the earliest cars on the roads were preceded by a red flag!" But the Sunday Times adds:—

"In 1929 the pedestrian can hardly call his soles his own. His freedom of movement grows increasingly restricted until the very act of crossing the street has become an adventure. The list of casualties mounts and mounts.

"These are the problems that have arisen in a quarter of a century through the advent of the motor-car. It is the human brain which evolved this undeniable and headlong boon to mankind, to evolve also ways and means to control its less beneficent consequences."

"Petrol moves us all to and from our work or leisure," says the Daily Herald. "And the development of the small car has brought the possession of a motor within reach of thousands upon thousands who could never, in the old days, have dreamed of being carriage-owners."

"Out Upon Them"

"Not the least of the changes which the coming of the motor has brought with it has been the opening up of the countryside. Every fine week-end in cars, on cycles, in buses, in charabancs, great armies of all classes stream out from the big cities to the fields of the sea.

"There are those who complain that the peace of the countryside has been destroyed by the invasion. They resent the coming of the 'tripper' to beauty spots once beyond his reach. Out upon them! The change is on the balance, pure gain. For every grumpier there are a thousand others to whom the motor has given new pleasure and new values in their lives."

"It seems that in the main the efforts of manufacturers this year," says the Daily Chronicle, "have been directed not so much to producing cheaper cars as better ones for the same money. There is a point at which mere cheapness would become shoddiness; and the motoring public is becoming more fastidious.

"The increasing tendency this year to substitute six-cylinder engines for four-cylinder in all but the cheapest makes illustrates this desire to possess smoother and more powerful machines, even if the running costs are greater. No doubt it also shows the intention of British manufacturers to concentrate on a type of car which will be more acceptable abroad.

"There are many indications that manufacturers are realizing that the home market will one day each saturation point, and that they must seek further expansion in foreign markets. Apart from Britain, and apart from Europe, there are vast markets in the Dominions, in which the excellence of our manufacture ensures success as soon as their special requirements are studied."

The Triumph of Color

"This is the gayest motor show one remembers to have seen," says the Manchester Guardian.

"The brighter motoring movement is illustrated by many examples of cheerful color—blues, greens, reds, and yellow, and all combinations of these. In former years the few brilliant cars have been regarded with rather indulgent amusement, as due to the artistic ambitions of the foreigner, chiefly the Italian.

"This Show is the triumph of color, though there was a feeling that a car the sides of which were painted in different colors was going a little too far. The color schemes struck one as on the whole in excellent taste, avoiding the extremes of the freakish and the dull.

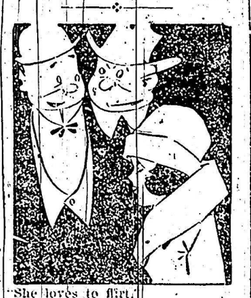
"One point that interests everyone is that there are many small inventions and improvements in the way of safety devices which should help to safeguard the public against the incompetent driver and the incompetent driver against himself. One noted hydraulic shock absorbers, safety brakes, and non-splinterable glass.

"The vast majority of the cars, even the cheapest, are of the saloon or closed type. It would seem that the open car is becoming obsolete, like the open buses in London. What has become of the fresh-air-loving motorist?"

Introspection

When world is dead,
I shall look back on these unhappy days,
And ask myself in sudden, shamed amaze
How many things I might have left unsaid—
The bitter sentences that intended slight!
How often, when late parted, I might have wished, turned
And recalled, in passing out in the night:
Will I be able, in the future, remember
When we are dead and I am left alone?
How regretfully I shall then recall
Each word
And ah! so many times I might have cast a dart!
So well we know each vulnerable spot
Of all the loved beneath the vault of heaven
And pain
So I, too, fit my bow,
Skilled archery to show,
And the whole world war breaks again.
But still a desperate hope persists that we
Some kindness will bequeath to Memory.

Greensland. E. M. England



She loves to flirt.

"Yes, seems to be a regular business with her."

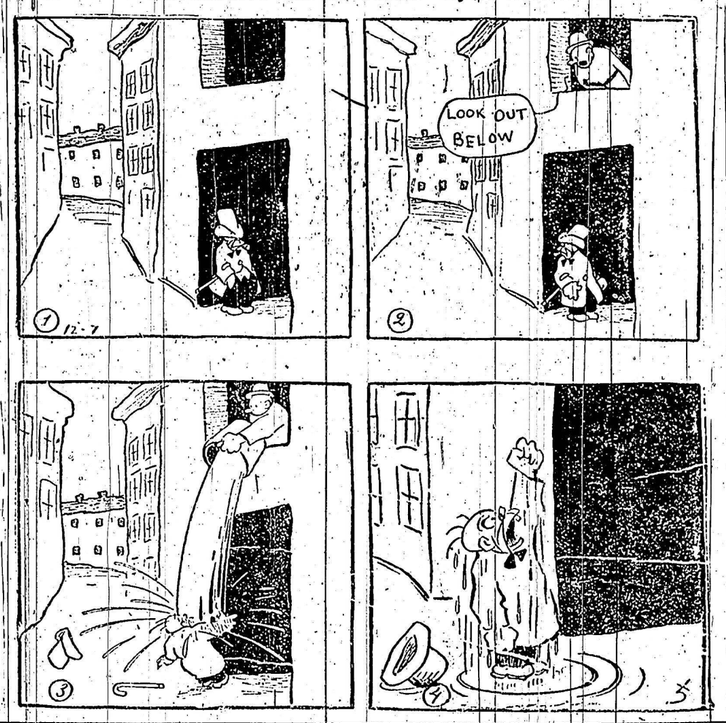
"Only trouble is she doesn't keep her business engagements."

LEISURE

The right use of leisure is no doubt a harder problem than the right use of our working hours. The soul is dyed the color of its leisure thoughts. As a man thinketh in his heart so is he. Those who show by the use of their leisure that their one object is never to be alone with themselves confess thereby that their lives are a failure.

If you would know the value of money go and try to borrow some, for he that goes a-borrowing goes a-sorrowing.—Benjamin Franklin.

ADAMSON'S ADVENTURES—By O. Jacobsson



London Has Moved Back to the Ocean

Transatlantic Passengers in Biggest Ships Can Land at Tilbury Docks

London.—London has moved back to the ocean, where it used to be in the days of Drake. By spring, when the new crest of transatlantic travel begins, travelers will find that they can sail up to London's very doorstep in the biggest and fastest ships.

Instead of disembarking at Southampton or Liverpool and going 78 to 200 miles by train, they will be able to land at Tilbury docks, a half hours' ride from the big London hotels. The new Tilbury entrance lock, capable of handling any passenger ship afloat, was opened recently. By spring the new landing stage and railway station are scheduled to be ready.

World competition in the building of bigger and faster liners began to have its effect on London more than a quarter of a century ago. The growing number of passenger ships too big for the port of London became a menace. So parliament, London, farther from the sea, London answer to the threat which this involved has been the opening of millions of pounds sterling for harbor improvements.

The new entrance lock is 1,000 feet long, 110 feet wide and 45½ feet deep, roomy enough to handle the 915-foot length of the S.S. Majestic with plenty of space to spare. The new landing stage, which floats in the river, is 1,142 feet long and lies 170 feet from the concrete "shore" which has been built upon what used to be mud flats. Poised on 60 steep pontoons the floating stage is connected with the customs hall and railway station by five bridges for foot and motor traffic.

A 750-foot drydock, capable of being lengthened to 1,000 feet without interference with operation, is also under construction, and will be ready by spring.

Health Education

Ceylon: In the present state of knowledge of the masses, however, it is incumbent upon Government and upon voluntary workers to enforce a progressive policy. The general body of the population have not sufficient knowledge and vision to insist upon medical and sanitary measures which will bring improved health and prosperity. Fortunately, the Governor has indicated that, in spite of the financial stress of the moment, the Government will strive to maintain continuity of progress in its medical policy. Expenditure on medical and sanitary services was one of the last things which they would wish to reduce.

One reads frequent accounts of women coming to the front in almost every field of work. Can they be tired of merely being the power behind the throne, and have decided to be queens in their own right?

There is Music Everywhere

O, there is music everywhere,
An all-pervading harmony,
In every sound that stirs the air,
There throbs a note of melody.

There rolls thro' every roaring street,
The rhythm of an epic rhyme;
The sounding stream of human feet
Moves on to music's perfect time.

In every silence there are chords,
Subtle and soft as strands of rain;
Its sounds, akin to song, our words
Flow from our lips, a varied strain.

The soul that tunes the perfect call,
Dissolves all discord into air,
And in the heart of things can hear
Nothing but music everywhere.

—J.C.M.D.

Scots Sabbath is Passing, Says Laird

London.—Presiding at the annual meeting of the Scottish Sabbath Observance Association in Glasgow recently, Sir Archibald Campbell, of Succoth, Bart., stated that there was a tremendous tide setting in against the observance of the Lord's Day. The chief offenders, he said, were those who could get their pleasure on almost every day of the week.

The Rev. David Watson, moving a resolution to the effect that that meeting opposed everything that would destroy the sacredness and rest of the Sabbath Day, said that the railway companies, by offering cheaper fares than on ordinary days, incited the people to travel and secularize the Sabbath. There also existed a municipal menace. Why did their civic fathers seek to lure the people to golf and bowls? In reference to excursions he stated that he could give many incidents where, at the instigation of the Roman Catholic Church special excursion trains had been run on the Sabbath Day.

REVERENCE

The more a naturalist studies Nature the more mysterious she becomes to him. "So God grows more sublime and awful as we labor for Him in the tasks which He has set us," says Phillips Brooks. "Would you grow rich in reverence?" he asks. "Go work, work, work with all your strength; so let life deepen around you and display its greatness."

Suitor—"I came to ask you for your daughter's hand."

Father—"Have you any money, my young man?"

Suitor—"Sure thing. How high do you quote her?"

Tolls of Death in European Storm

Five Members of Crew of Finnish Schooner Are Drowned

London.—Slack efforts to conquer the seas brought additional tales of death and rescue from various parts of storm-ravaged Europe during the past week in England and Europe.

Five members of the crew were drowned and six rescued from the Finnish schooner Tarken near Uto, Finland. The Dragon was smashed on the rocks during a gale on Sunday night, and more than 24 attempts at rescue failed because of high seas.

Thousands of nets were lost by British fishing fleets which set out before storm warnings reached them on Monday.

A Lowestoft report said 200 Scottish drifters lost 6,000 nets and that the fishermen might be forced to abandon their work. Two drifters sank with the loss of three lives.

Four hundred Yarmouth drifters lost 20,000 nets, valued at $750,000.

A violent tempest swept numerous sections of France Tuesday, ravaging shipping and destroying nets and small boats.

The Italian steamer Arnoldo anded at Civita Vecchia with the mate and wireless operator of a Marseilles-to-Algiers plane, the third forced down on the Mediterranean in two weeks without loss of life. The two Frenchmen of the plane's crew were at the point of exhaustion from starvation and exposure when rescued.

The Garthpool, last survivor of British four-masted ships of the last century, ran ashore at East Sandhead, on the west coast of Africa, and was believed likely to be a total wreck. Its crew were saved.

Save the Birds

Cape Argus: Let us, before it is too late, do all we can to preserve this wonderful bird life of ours by the reservation of sanctuaries and by teaching school children to protect rather than destroy. Let us distribute literature in schools and to farmers on the economic value of birds. Why is there not a Chair of Ornithology in all our universities?

Instead of rushing into print with ill-considered judgments on the precise significance of the British Prime Minister's visit to this country, we prefer to wait until we can read the whole truth in the Moscow Pravda and Isviestia.

A young bull-dog known for his determination never to be overtaken was going at great speed one day when he heard an insistent "honking" behind him. He turned and saw, just on his hind wheels, a baby car driven by a wild-looking individual. Back he turned to his wheel, down went the accelerator pedal, and up rushed the speed indicator. Seventy — eighty miles an hour were touched, but still the hooting continued. At last, worn out, the speed maniac slowed down and drew to the side of the road. "Come on, then, if you must pass," he cried. "I'm sorry," said the driver of the baby car, "but I'm hooked on."

Volcano, Quakes Alarm Planters In Costa Rica

Ash Eruptions From Irazu and Mild Earth Tremors Felt Throughout Republic

San Jose, Costa Rica—Residents of Cartago and other small cities which lie at the foot of the volcano Irazu, as well as coffee planters and farmers who live off its slopes, are greatly alarmed by recent eruptions of ashes from the craters of Costa Rica's most active volcano, and mild earthquake tremors which have been felt in practically the entire republic. These, it is believed, are caused by Irazu.

The volcano rises to a height of 11,500 feet above sea level, and has three craters, two of which are active. The third, although less than a hundred yards from its mates, has been inactive since 1910, when earthquakes caused the activity of the others. These craters are situated in a bowl more than half a mile across, which also contains a small lake formed by rainfall and water draining into it. The lake is situated about hundred yards from the craters.

The craters of Irazu can be reached only by a three-hour climb on horseback over a trail which winds around the slopes of the mountain for a distance of twenty-five kilometers. Upon reaching a height of approximately 12,000 feet one can see practically the whole of this tiny republic.

Limon, which is the Caribbean port, and Puntarenas, on the Pacific Coast, can both be seen on a clear day. Also, the San Juan River, which forms the boundary between Costa Rica and Nicaragua, and a number of rivers and lakes in the neighboring republic are visible from the peak.

Thus the only boundary of the country not visible from the volcano is that of Panama, the view of which is shut off by a range of mountains some peaks of which are slightly higher than Irazu.

The trip to the volcano must be made during the early hours of the morning to view the surrounding country, because clouds form in the valley and rise to the top of the volcano shortly after sunrise and became so thick that usually the mountainside above them forms practically a desert, with small shrubbery and coarse grass the only vegetation above an altitude of 10,000 feet.

It is no strange fact that the inhabitants of cities and villages in the vicinity of the volcano are alarmed by the recent activity of Irazu. In 1723, when the first City of Cartago was destroyed by earthquakes, the countryside suffered earthquakes in 1758, 1822, 1888 and 1910.

The side of the mountain now covered with a yellowish coating of sulphur which forms the fumes emitting from the crater, and a strong prevailing wind blows from the north, the south rim of the bowl is approximately feet higher than any other, caused by ashes which have

Trees and vegetation to the south of the crater for a distance of more than five miles are covered with a coat of volcanic ash and sulphur carried by the wind.

A noise like the roar of the sea on a rocky coast is heard in the craters, evidently aroused by the rising lava.

The volcanic ashes which have settled on the southern rim of the craters are packed by daily rains, which have washed gullies in the soil resembling the topography of the surrounding mountainous and countryside.

"I'm so sleepy I can hardly hold my eyes open."

"Here's my dog—maybe that will open them."

THE ART OF HAPPINESS

The art of being happy is the art of discovering the depths that lie in the daily common things.—Brierley.

Daniel Guggenheim has given a fund $500,000 to his fund for the promotion of aviation, which he says is no longer in need of such sponsorship. Evidently he believes aviation can now stand on its own legs.

Dog Stories

Some years ago, when I was living home with my parents in Billericay writes a Billericay reader, had a big black dog only a pup, but most intelligent. I had aunt, who was bed-ridden, living two miles from our place. I know how or why it began, the dog in question used to go every morning to the roadside aunt and put up his paws on side of the bed in front of her, ing there for a few minutes, went on for some months.

Last my aunt died about 10.30 the dog did not go the following evening, but remained at home very miserable, and did not care about his food. On the the funeral he put in an appearance again arriving just in the procession, followed about three miles, watched coffin being lowered into the then left and went home.

Perhaps most reader will know An Irish terrier who lived near us call every morning 8.30 a.m. for his master's terrier, always waiting for him on the lawn till break was ready. Then owner's owner moved a long way.

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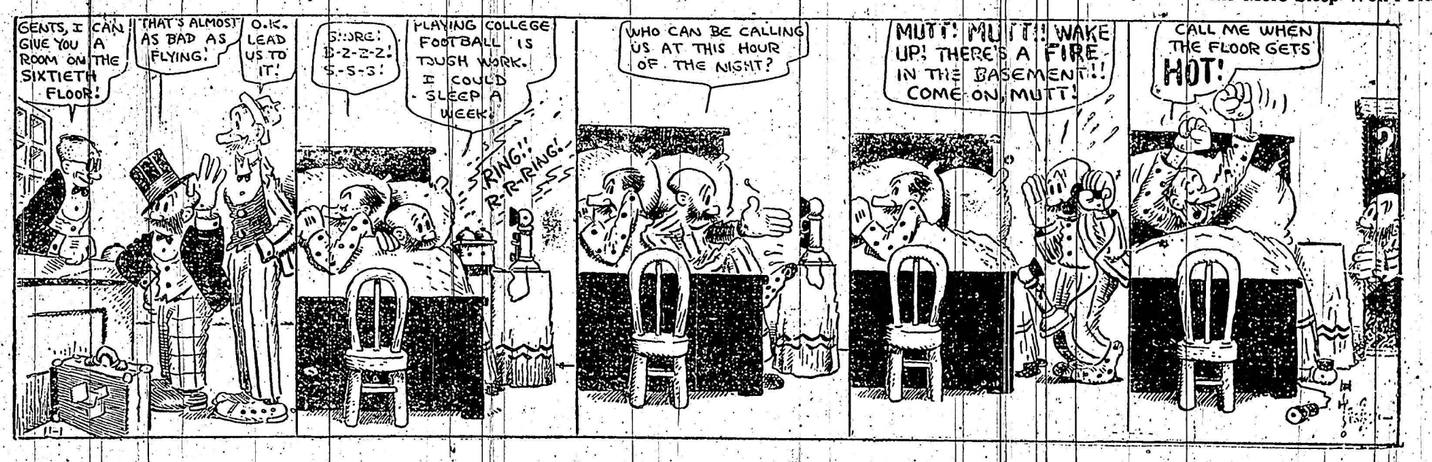
Postage Rates

[illegible] Times. [illegible] postage rates, given by the authorities, public regarding [illegible] large amount [illegible] tally reduced. [illegible] it is the speech which [illegible] of. Even if only [illegible] be considered it [illegible] Office [illegible] offending. [illegible]

MUTT AND JEFF— By BUD FISHER

Mutt Feels a Little More Sleep Won't Hurt.