

The Automobile

LEARNING TO RUN THE MACHINE.

Buying a car is somewhat like going to college, the automobile freshman is about to acquire a lot of information he or she never knew before and to enjoy a good many interesting experiences more or less novel. This automobile world is co-educational, for no small number of women drivers are seen piloting motors along our highways. And their proportion, as compared with men, is constantly increasing.

The newcomer into the realm of automotive engineering, that is the person who has just purchased a car and does not know how to drive has got a real undertaking on his hands in learning well the fine art of automobile manipulation. The new owner who has driven other cars has a less difficult problem, but even so that it is one to take seriously. From the pedestrian's point of view he would doubtless conclude that a regular educational course in driving a car would not come in amiss for the well seasoned driver, judging from what he sees of reckless driving and the way he has frequently to dodge machines to save his life. Few, if any, car owners ever reach the point where they know it all in driving.

In starting out to learn how to drive an automobile the neophyte should, first of all, know that the car to be operated is in good drivable condition. There should be a good supply of gasoline, oil, and water in the proper receptacles for such necessities. The tires should be properly inflated, the batteries charged and the engine workable.

First Acts in Driving.

The prospective driver then seats himself behind the wheel. It is a good idea to have an experienced driver at one's side until he gets on to the fundamental principles of driving. It is necessary, of course, to start the engine. This is done by stepping on the self-starter pedal, or if there is no self-starter, by cranking.

Before starting the engine, however, there are a few preliminary and important details that need attention. For instance, the driver should place the gear shifting lever in the neutral position, put the emergency brake on, retard the spark fully, or, if well acquainted with the motor, to point where the spark surely will occur on or after the spark has passed top centre. Open the throttle about one-third. After getting acquainted with the machine one will find a position for the throttle where the motor always will start best. Put on the switch. If the motor habitually starts hard, prime the carburetor. After the engine starts close the throttle and advance the spark about one-half. If the engine has been started on the battery and magneto is used, switch immediately from the battery to the magneto. Do not allow the motor to race. When running idle it should turn over at its slowest speed.

The driver should then place the left foot on the clutch pedal and press hard to release the clutch. Keep it disengaged while with the right hand the emergency brake is released and the gear lever is shifted from neutral to the first speed notch. Then with the right foot press the accelerator pedal gently until the motor speed is increased a little and at the same time with the left foot allow the clutch pedal to come back very slowly so that the clutch will engage without jerking

the car. When it has become fully engaged gently and with the right hand only on the steering wheel look backward and gauge the direction by the rear mud guard or the rear wheel. Do not attempt to steer by watching the front wheels; always look to the rear when going backward.

Some cautions which new drivers especially should heed are: First, be sure that all levers are placed correctly before cranking the motor. Don't twist the steering wheel when the car is standing. Corners should be turned at a slow speed to save wear on tires. The brakes should not be applied with too much force except in emergency, as it is hard on tires and the machine in general. Don't let the motor labor or knock when ascending hills.

engaged press the accelerator pedal slightly to speed up the machine. As soon as it has attained fair momentum release the clutch and at the same time let up on the accelerator pedal. Change gear lever immediately from the first speed notch to second speed notch and let in the clutch quickly until you feel it take hold, and then gradually at the same time pressing slightly on the accelerator pedal.

Apply Brakes Gently. When the clutch pedal is pushed out the accelerator pedal should be released; when the clutch is let in the accelerator pedal should be pressed slightly. Change from second to third always pushing clutch pedal when gear is shifted, always accelerating while clutch is being engaged.

Do not forget that the clutch is pushed down when the clutch pedal is released, and that it is engaged when the pedal is allowed to come back. Run on the high speed gear as much as possible, and when it is necessary to drive more slowly release the clutch and apply the brake gently until the car is brought to the desired speed. If this speed is too slow for the use of the high speed gear, release the brake and with the clutch still disengaged change from the next lower speed notch and let in the clutch. If the car has lost much momentum it may be necessary to change to the lowest gear before letting in the clutch, otherwise the engine may be stalled.

Do not go too close to the other vehicle or objects before releasing the clutch and applying the brakes, as the brakes may not hold as well as is expected. When desiring to stop, select some object along the curb and when still some distance from it disengage the clutch and apply the brake gently and get the car under control so that you can stop ten feet before the object is reached if you wish to. Then releasing the brake slowly, allow the car to drift until close to the object, then again apply the brake with sufficient force to bring the car to a standstill, with the door directly opposite the object selected and the car close enough to the curb to allow passengers to alight on the sidewalk. Shift gears to neutral, apply emergency brake and slow up the engine by closing the throttle.

Be careful that the tires do not scrape along the curb, as this is very damaging. In reversing the machine bring it to a standstill, then with the clutch released place the gear lever in the reverse notch.

When Your Neighbors Are Sick

When your neighbor has the misfortune to have sickness in his home what do you do for him? Or putting it conversely, if a member of your family should unfortunately be stricken with illness, what would you like to have your neighbors do for you? When any of your neighbors are unhealthily visited by sickness you have an opportunity to show your kindness of heart toward them. For if ever sympathy and assistance are needed, it is in time of sickness.

It is not enough that you call up on the phone and inquire as to the condition of the person who is ill, or that you offer to assist them. When you say: "If there is anything that we can do, let us know and we'll be glad to do it," you put your neighbor in the position of asking you for favors, if he wants them. Many times he will not feel warranted in asking for your help, although he may need it.

A better way is to do things more directly. A trained nurse is not always obtainable in the rural districts; and if one is obtainable, other reasons may prevent her from being employed. If it is necessary that some one remain up all night to administer medicine to the sick person, keep fires going, attend the sufferer's wants, etc., go to your neighbor's home and announce that you have come prepared to remain up all night ministering to the person who is ill. Quite likely your offer will be gratefully accepted, for probably the members of the family are tired out spending sleepless nights and caring for the afflicted person during the daytime. Even if your help is not needed, your friends can have no

doubt of the genuineness of your offer if it is made in this manner.

Various articles of food, ready to be served (not only the delicacies prepared especially for the sick person, but also food for the other members of the family) help out greatly at such a time. Of course, your neighbor has a cellar full of provisions and does not need the food itself; but the ready-prepared dishes help to relieve the mother from a part of her duties and allow her to give more time to the sick person. She is probably worried enough by sickness without thinking about the preparation of food. Using your good judgment in the proper selection of foods, take them directly to the home of your neighbor without calling up and asking, "if they want them." Not only will this relieve them of some work, but it will do much to restore them to a more cheerful state of mind, knowing that they have the sympathy of kind neighbors who are anxious to do anything for them that they can.

If you can think of any way to help out, do so by all means. Don't ask if you may, or offer to do certain things. Simply go ahead and do the work that will relieve them of part of their duties. Sympathy and kindness are never more needed than in a home where there is serious illness. The best way to bestow your sympathy and assistance is to do, on your own initiative and as unobtrusively as possible, those things which your good judgment tells you will be of real help to the afflicted family.

A building site in Regent Street, London, for which a ground rent of £26 9s. has been paid since 1818, has recently been the subject of a new lease at a ground rent of £2,000 a year.



The view taken of the Near Eastern situation by a cartoonist in the South Wales News (Cardiff).

Watch Yourself Go By.

Just stand aside and watch yourself go by. Think of yourself as "he" instead of "I". Note closely as in other men you note the bag-kneed trowsers and the seedy coat. Pick flaws, find fault; forget the man is you, and strive to make your estimate ring true. Confront yourself and look you in the eye—Just stand aside and watch yourself go by.

Interpret all your motives just as though you looked at one whose aims you did not know. Let undisguised contempt surge through you when you see you shrk, oh, commonest of men. Despise your cowardice; condemn what'er you note of falseness in you anywhere. Defend not one defect that shames your eye—Just stand aside and watch yourself go by.

And then with eyes unveiled to what you loathe—To sins that with sweet charity you'd clothe—Back to your self-walled tenement you'll go With tolerance for all who dwell below. The faults of others then will dwarf and shrink, Love's chain grow stronger by one mighty link—When you with "he," as substitute for "I," Have stood aside and watched yourself go by.

—Strickland W. Gillian.

Clock Made of Glass.

A Bohemian glass polisher has performed a wonderful feat of painstaking ingenuity. He has constructed a clock which, with the exception of the springs, is made entirely of glass. The glass plates and pillars of this extraordinary timepiece are bolted together with glass screws. The dial plate, hands, shafts, and cog-wheels are of glass, and glass wedges and pins are used for fastening the various parts of the running gear.

All the parts are ground to the average proportions of the metal parts of other clocks of the same size. The teeth of the cog-wheels are cut with minute exactness. Only the balance wheel is heavier than it would be in the case of an ordinary clock.

Like the clock itself, the key with which it is wound is made of glass. Many of the parts had to be made over and over again—some as often as forty times—before a clock that would go and keep time was produced.

Edmund Burke's Venison.

Mrs. Webster, who for many years was housekeeper in the family of Edmund Burke, the great British orator, fully appreciated her famous employer and once paid him a remarkable tribute.

"Yes, sir," she told a guest who had congratulated her on being able to serve such a great man, "he is indeed a great man; he knows and does everything but what is mean and little."

Nevertheless, a recent writer on the refugees in England has recalled an amusing scene in which the good woman once successfully withstood her master's too generous intentions. It was in the time of the French Revolution, and a refuge for French royalists and a school for their children had been established at Butler's Court chiefly through Burke's influence and the generosity of his friends. He took a keen personal interest in the establishments and showed it in a variety of ways.

Whenever there was anything nice in the larder, such as a haunch of venison or game intended for the second course, Mrs. Webster was obliged to keep watch over the dainty lest her improvident employer should slyly send it to the French people. Sometimes he managed to elude her vigilance; sometimes he was caught and disappointed.

One day as he was about to send off a noble gift of venison that Mrs. Webster had intended to dress for the company, she darted upon him as if upon a thief. "Sir, sir!" she cried. "I cannot part with my haunch. I cannot, indeed. I shall be ruined if I lose my haunch; we shall have nothing fit for dinner."

"But, my dear Mrs. Webster, pray consider these poor people—" "I can consider nothing, sir, but that we shall have no second course. Give it away to the French people, indeed!" "But these poor people have been accustomed to such things in their own country, and for one day I think we can do without them."

"Bless me, sir, do remember there are Lord and Lady So-and-So and Mr. and Mrs. Blunt coming, and without something of that kind I shall get into shocking disgrace. No, no, sir, I cannot part with my haunch of venison!" Nor was any oratory of the great man sufficient to persuade her to do as he wished.

No doubt the poor refugees would have appreciated the venison, but no doubt they got along cheerfully without it. They tried gallantly to make the best of things in a land of exile the ways of which were strange to them. One of the group, Cazeles, the very morning after he arrived lifted his fork and, curiously scrutinizing the bit of toast served him at breakfast, inquired with much interest if it were a specimen of that famous viand of which he had often heard, the "rosbif" of old England?

Hunger.

My heart is hungry for the beautiful; But not for beauty, far too proud and high That goddess walks, and very poor and dull She finds companionship of such as I. But for a hundred little beauties blown From simple things, as mist is blown from spray, For all the humble beauty I have known. I find my heart is hungering to-day.

Small things that I have loved—a pebble white And still as daybreak, lying on the sand, A tree that stirred with tremors of delight When kissed by wind; a small and wrinkled hand Which quiet comfort eased a weary brow— These are the things for which I hunger now.

—Helen Franzee-Bower.

Electrical Machine Makes Eleven Million Codes.

It is written in the chronicles of the American Civil War that a code message sent by General Grant to Washington has not yet been deciphered. It is known that in the naval engagement off Jutland, in the World War, the code system was discarded after the first hour of use, and some of the code messages were not deciphered for three days after that first hour. In a recent sham battle off San Diego, the records show that it was nearly six months before some of the code messages sent during this naval "engagement" were reduced to understandable English. That is to say, the code as used in written messages during a war of 60 years ago, and the radio codes used during the late war, were not always, nor uniformly, successful.

For this reason, unusual interest attaches to patents recently issued to a Californian, Edward H. Hebern, of Oakland, for a code-sending and receiving machine, for use with either wire or wireless. This machine sends its messages in a code which is capable of 11,881,376 changes, so that it is possible by working off all of these alterations, to obtain and use on this one machine a practically unlimited number of different codes, the key to any one of which is not the key to any other one. The operator of the sending machine writes his messages in plain English, on the keyboard, just as he would write them on the typewriter. By means of a "master wheel," or "key wheel," these messages are sent, by wire or radio, in a code which this wheel writes.

The receiving machine at the other end—sending and receiving apparatus being combined into one machine smaller than a typewriter—receives the wire or wireless messages in code, and presents them to the operator at that end spelled out on an illuminated keyboard, in plain English again. That is the message is written into the machine, put into code, decoded by the receiving machine, and presented to the receiving operator as originally written by the sender without possibility of error. If any machine yet devised can think this one does, or seems so to do. In appearance, it is not unlike one of the early phonographs, records for which were made on wax cylinders, instead of on flat disks.

There is, however, no wax cylinder, composition disk, or other recording attachment. Whatever is sent into the machine is buried within it, as soon as the master wheel has coded the message and sent it on its way along the wires or through the ether.

The secret of the invention is in the master wheel, a small spool, not unlike that of which typewriter ribbons are wound, containing 26 apertures in either side, and a similar number in the rim, the whole wheel being about 3 inches in diameter. Each letter is wired in combination with other letters, the whole machine being electrically operated, and it is in this wiring that the secret of the instrument lies. The receiving operator has racked in front of him any number of these spools or wheels, wired to correspond to a similar number of other wheels. Letters common to two spools are first sent; by these the receiving operator knows which wheel is being used to send, and drops into the machine the similarly wired spool from his rack. Only two spools similarly wired will work together.

Where Women Wear Trousers.

In the Balkans, where women tend goats and cattle in the mountains, it is necessary for them to wear trousers; skirts would be too cumbersome among the rocks. In Albania, however, women wear trousers in accordance with an old custom.

An Albanian woman takes pride in wearing trousers as voluminous as possible, and as a result the garments do not in the least resemble the ordinary masculine attire with which we associate the word, but appear like tremendous, full, heavy skirts.

The richer the woman, the more extensive are the trousers, and it is not at all uncommon to see women wearing trousers that are made of ninety feet or more of cloth.

When an Albanian girl is to be married all her relatives contribute to provide her with trousers as well as with the full costume of an Albanian woman, including caps adorned with gold and pearls. The complete dress weighs more than sixty pounds.

and the worst is yet to come



Home-Made Baits That Attract



Press Woman Honored



Mrs. Elizabeth C. Ascher, a correspondent of The Standard, St. Catharines, a well-known Niagara Peninsula newspaper woman, has been decorated with the Polish decoration, Polonia Restituta, for her work among Polish soldiers during the war, and Polish repatriation. The presentation was made by the Polish Consul-General for Canada, Dr. Straszewski. She is the first to receive the decoration in Canada.

Good baits are sold by many of the fur houses, but we are frequently asked for home-made baits, and here are a few that have worked well. In late winter and early spring, baits are more attractive to animals than in the fall. A well-fed animal is usually not attracted by bait. Do not expect too much of baits. They have their part in trapping, but it is only a part.

For muskrats, a strong-scented vegetable, such as parsnip is best; cutnip is frequently used. For almost all other animals, fresh blood scattered around is perhaps the most attractive bait you can get, and it is always good. When you can get it, use it freely.

An excellent bait for the otter is a fish fastened to a stick. If you cannot get fish use the head of a rabbit or a piece of muskrat. The bait should be skinned and rawed once a week. Skunks are attracted by tainted bait of almost any kind. Rotten eggs and fish are often used.

Anise-oil is often attractive to minks, weasels, etc. When skimming a mink or weasel you will find two scent bags at the root of the tail, filled with a very strong-smelling liquid. These are good scents for minks, weasels and occasionally other animals. Skunk scent, found in the same way, is said to be good for foxes.

Fish-oil is attractive to minks and many other animals, and is easily made. Catch a few small fish in the late summer, cut them up and put into a wide-mouthed bottle, with the cork just setting on it, but not covering it tightly. After a few weeks the oil from this will smell horrible enough to attract or frighten any animal.

Honey is attractive to bears, and it might also be for raccoons. Bears are also attracted by fish, pork, mutton, beef or any kind of large game. Even the flesh of the bear makes fair bait.

The scent of burnt or scorched meat is a good one for all meat-eating animals. One of the best fox trappers of the East always used the flesh of the muskrat, skunk, opossum or house cat for bait in trapping fox. It should be allowed to taint by remaining in a glass jar for about a week.

The Government has a formula for making wolf and coyote scent. Here it is: Put one-half pound of raw beef or venison in a wide-mouthed bottle or fruit jar and let it stand in a warm place (not in the sun) until decayed, which will take from four to six weeks. Then add a quart of lard oil, or prairie dog oil. Then add one ounce of pulverized asphaltum, one ounce Siberian musk, or the kind sold at drug stores. Mix well and bottle.

Scent should be used carefully. It is not best to rub it on the trap itself, as that will attract the attention of the animal to the trap, which you wish to avoid. Instead, place a few drops on a stick near the trap, or on a small piece of bait. The length of time that such scent will last is indefinite. After the odor is gone, so far as you are concerned, there may still be enough left for a long distance. Animals either have instinct or a remarkably keen sense of smell, for they will often cross a solid expanse of unbroken snow, and suddenly turn off, go ten to thirty feet, and dig down to an old hole.

Concealed in the jungle, however, the creature silently followed alongside the path and at one of the turns farther on made a snarl and accurate spring. This time he carried the Chinaman with him into the jungle.

Wireless for the Deaf. Wireless is being used to relieve deafness. People who are hard of hearing usually have one ear worse than the other, so that all the work falls upon one organ, causing strain and breakdown.

For some time ear specialists have been trying to relieve deafness by reducing the weak ear so that it can catch outside sounds. This has been done by a machine fixed to the ear, which makes simple sounds which gradually impress themselves upon the ear-drum, and so bring it back to use.

Now, however, wireless telephony is being used. The headpiece is the ordinary receiver, and its use brings the sound of the human voice to the dull ear without straining the other. After some time the dull ear gets used to the sounds and becomes serviceable again.

I am impressed and depressed by the two-fold truth of how much I have forgotten and how much I have still to learn.—Mr. Asquith.

At the beginning of the century the Bible was accessible to but one-fifth of the population of the world. Now it may be read by nine-tenths of the people of the globe, so rapidly has its translation been carried on.

Since building railways in China requires both foreign capital and overcoming political difficulties, it goes on slowly, but converting the so-called roads that have served for centuries for coolies, pack animals and wheelbarrows into automobile highways is a different matter. Outside the cities the improvement of the roads goes forward at a rapid rate. The Chinese are buying automobiles and trucks, and it would not be astonishing to see motor transport there. Of the pre-railway roads.