

The Automobile

TIRE PROGRESS DURING 1924.

Advances in automobile tire construction tend to make motoring less tiresome. Probably one of the most important achievements in automobile design in the last year has been made in the realm of shoeing the automobile's feet.

For a number of years people have had to be content with riding upon tires that, in order to insure reasonable length of life, needed to be inflated to a very high pressure. It was a case of either inflating to a point where the tire did not perform the desirable function of absorbing shock in order to get reasonable wear or of procuring increased comfort by what the manufacturers considered under-inflating the tire. This latter method resulted in rapid destruction of the tire. Even under conditions of high inflation manufacturers, a few years ago, guaranteed their tires for 3,500 miles of service. With the tires of today it is not unusual to secure 20,000 miles of service from a set of tires.

The balloon tire, which is the latest development in this field, adds considerably to the comfort of riding. This tire may be operated under very low pressure; first, because it has a very large area of contact with the road. For example, if a tire has 800 pounds of car to support and the tire has fifteen square inches of contact with the road, each square inch would need to support 53 1/3 pounds. If the tire is made larger so that say thirty square inches of contact is made with the road, each square inch would have to support only half as many pounds or twenty-six and two-thirds. This makes it possible to reduce the air pressure in the tire one-half.

QUESTION OF FLEXIBILITY.

In the second place the side walls of the tire are made in a manner

which permits of much greater flexibility. In the older type of tires the manufacturers stressed the point that if the tires were not sufficiently inflated the side walls would break down, and this would naturally occur when the tire was composed of a heavy stiff fabric. For example, if you take a piece of heavy stiff cardboard and bend it sharply back and forth it will very quickly crack, while a piece of comparatively thin paper would stand any amount of such handling without breaking. By using the thin side wall in the balloon tire the tire may be used with a very low pressure, which permits of great flexibility of action without harming the tire.

A tire that has sufficient flexibility to keep it in good contact with the ground rather than bumping over obstructions greatly lessens the liability to skid.

ALL TASTES ARE SUITED. While the balloon tire represents the extreme in the matter of low inflation and provides the greatest possible comfort in motoring a mean between this and the old type is found in the larger sized regular cord tire that gives greater contact with the road than the previous sizes and thus may be operated at a considerably lower pressure, but not as low as the full balloon type. This tire is being used a great deal in extensive touring.

Of course when it comes to the consideration of the many cars used for business purposes it is found that many of these are equipped with the oversized cords instead of the largest balloon designs. For all kinds of motor vehicles the manufacturers are constantly studying to improve the quality of tires. Their success in recent years has been notable and represents a decided contribution toward increased riding comfort which owners of cars enjoy.

KING GEORGE BEARS HEAVY BURDEN

NEWS OF ILL HEALTH STARTLES COUNTRY.

Dependence of National Administration on Hereditary Chief Executive Suddenly Felt by Public.

With King George's departure from the realm on a Mediterranean yachting cruise, which it is hoped will restore his health after a severe attack of bronchitis, the British people have realized, almost for the first time, how dependent the whole administration of the country is on Britain's hereditary chief executive.

Normally the British people are inclined to take their monarchy more or less for granted, as they do most other permanent factors of their lives. It is only when that factor is put out of gear that the full extent of the load resting on the shoulders of the King is appreciated, and crowds waited all day long outside Buckingham Palace for news of his progress toward recovery.

This was illustrative of the nation's concern over his temporary breakdown under the heavy burdens of state. The bulletin, signed by three royal doctors, which first disclosed the gravity of King George's illness was coincident with the recommendation that he spend his convalescent period on his yacht Victoria and Albert as soon as he is able to travel. This brought his subjects sharp against the discovery that probably the hardest worked man in his country scarcely ever takes a vacation.

MENACE SEEN IN CLIMATE. As a London newspaper pointed out in commenting on the King's trip, "here comes a time in a man's life when England's winter climate ceases to be a bad joke and becomes a definite menace to health." Although King George for several years past has been subject to winter colds, he has never

followed the example of his grandmother and father, Queen Victoria and King Edward, both of whom regularly visited the south of France or the German resorts during the winter.

Since his accession to the throne almost fifteen years ago King George's absences from the country have been few and far between. Early in his reign he visited India, but since then, aside from his visits to France during the war and his state visit to Rome a couple of years ago, he has never been abroad. The brief vacations which he allows himself from the business of state have been spent shooting in Scotland or on short coastwise cruises in his yacht.

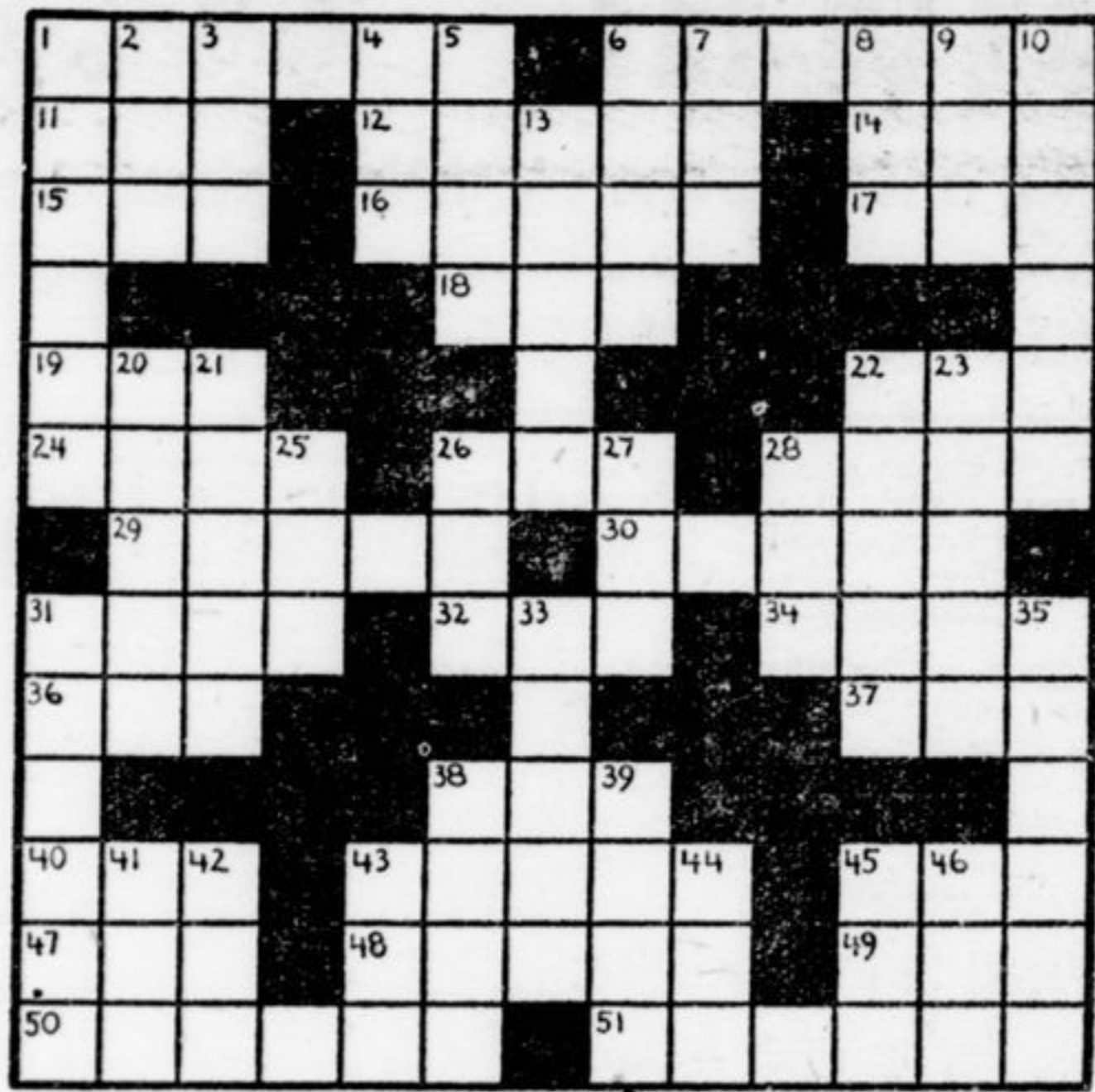
During these trips, of course, he is able to transact the business of state. The present generation of English people, therefore, are only now being educated in the constitutional lore that the King is scheduled to go traveling. With the improvement of communications the formality with which royal absences used to be invested has largely disappeared, but at the same time the King's absence from the country gives a jolt to the normal administration which steps must be taken to meet.

That elusive but important body known as the Privy Council in particular comes into the limelight on such occasions. The executive government of this country, although exercised in practice by a committee of ministers known as the Cabinet, whose existence is dependent upon the support of a majority in the House of Commons, is vested nominally in "the King in Council."

FUNCTIONS OF PRIVY COUNCIL. This means the Privy Council, a body of the most ancient origin, instituted in Saxon times by King Alfred to discharge the functions of state now confined to the members of the Cabinet. In the Middle Ages the chief advisers to the King who were permanently about him formed the Privy Council. Now the membership of the Privy Council—with a total of more than 500 persons—in most cases is merely an honorary distinction.

The Council, however, still is technically the country's executive. All administrative orders are signed by "the King in Council." The members of the Cabinet must be Privy Counsellors, and a bunch of councillors there-

CROSS-WORD PUZZLE



SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words 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—Customs
- 6—Bosa
- 11—Part of verb "to be"
- 12—Shanty
- 14—Mineral earth
- 15—Pen
- 16—Choicest part
- 17—Motor fuel
- 18—Before
- 19—Urge on
- 20—Black sticky fluid
- 24—The spikeland
- 26—First steamship to cross the Atlantic (abbr.)
- 28—System of worship
- 29—Color
- 30—Praise highly
- 31—Long for
- 32—Liquor
- 34—Willingly
- 36—Also
- 37—For
- 38—Suffix to form feminine nouns
- 40—Boy's nickname
- 43—Fertile desert spot
- 45—Parcel of ground
- 47—Self
- 48—Eaten pot
- 49—Anger
- 60—Mantle worn by Turks
- 61—More kind

VERTICAL

- 1—Hurry
- 2—Skill
- 3—Turkish title
- 4—Definite article
- 6—Only
- 6—Measure out
- 7—Liquor
- 8—To dress up
- 9—Period
- 10—Place for recreation
- 12—Poison
- 20—Urchin
- 21—Wonderful
- 22—Spring flower
- 23—Change
- 25—Owing
- 26—Ocean
- 27—Perceive
- 28—Far west State (abbr.)
- 31—Separated
- 33—Looped rope
- 35—To cherish
- 38—Deserve; merit
- 39—III
- 41—Self
- 42—Unit of money (abbr.)
- 43—South American plant
- 44—Kind of snowshoe
- 45—Cover
- 46—Raw metal

\$500-a-Week Dog Film Stars.

Dog days are prosperous days in filmland, judging by the popularity of the leading canine screen performers. Rin-Tin-Tin, Strongheart, and Peter the Great of whom it can be said that, unlike other stars, they are neither jealous of each other nor of the limelight.

All three are of the Alsatian wolf-dog breed, and their intelligence is positively uncanny, as those will agree who see "The Silent Astor" in which Peter the Great stars.

Peter is able to reason; there can be no doubt of it, because he is seen to put his head knowingly on one side and study the situation before taking action, especially in a scene in which he has to convince the heroine, who has disappeared under the bedclothes, that he is not a burglar.

The story is artificial melodrama, designed to show off the abilities of Peter, who is the dumb witness of a murder for which his master is wrongly convicted and imprisoned. Peter, getting on the right side of the government, attends his master in prison, convinces at his escape, and finally attacks and "denounces" the real murderer, whom they encounter across the frontier.

The great difficulty in training a dog for the screen is to teach him to take an order without turning his head. One way of doing this is to place him in a room walled with mirrors, so that he can see his master from any position. Gradually he learns to obey a spoken order without the accompanying signal.

Rin-Tin-Tin draws a salary of \$500 a week, lives on steak, vegetables, milk, and eggs, and has a daily bath. His own motor-car, bank account, and film contract.



Charles's parents had moved from the city to a farm. Their nearest neighbor was an old lady who still used a coffee-mill. Calling on her, one day, Charles spied the coffee mill. "What is that—a little talking machine?" he asked.

SUPERSTITIONS ABOUT INFANTS

When children were born to the ancient Hebrews, the first duty was to rub them all over with salt. It was a religious duty. Salt was the accepted symbol of life, and its application to the infant's body had the reputed strength of either uncommensurate power of insuring vigorous manhood.

In England during the eighteenth century a similar idea prevailed with regard to mud, and few men enjoyed such notoriety as "Dr." Graham, of Pall Mall, the famous quack, who amassed a fortune by expounding its virtues and the various methods of extracting them.

It was also commonly believed in former times that if a child on first leaving its mother's room was not carried upstairs before it was taken down stairs, it would never rise in the world. Where there was no upstairs to the house the general practice was for the person who carried the little newcomer to step over the threshold of the room to a chair, which practice was supposed to serve the same purpose.

It was also considered unlucky for the child if the mother went out of doors before going to church to have her baby christened. It was mainly for this reason that children were baptized when they were but a fortnight or so old. The sooner the "naming" was over, the sooner the mother was free to resume her normal life.

To weigh a child was a further stroke of bad policy, for such a child was sure to die young or grow up sickly. To rock an empty cradle was to rock a new baby into it. And to let a child sleep on one's lap was a certain way of bringing misfortune on the innocent victim. Hushed alludes to this latter superstition in his "Works and Days," so it is a pretty old one. But fancy the Greeks being bound by such credulity!

Another old-world belief was that a child born with teeth would soon grow up to be a man of either Herculean strength or of uncommon mental ability. It is said that medical history records only about fifty cases of children having teeth at birth, but from the prominence which this superstition enjoys in folklore we may be certain that many cases have escaped the chroniclers' notice.

Louis XIV. was one of the famous personages who had this distinction. He had two teeth when he was born. Bigot, the celebrated philosopher, was another, as was also Boyd, the poet. Richard III. was a fourth.

Only the other week twin boys were born at Bordeaux, France, of whom one had all his teeth, while the other started cutting when he was but twelve days old. From this it may be presumed that France has little reason to despair of her future genius!

To be born with a caul is preferable to being born even under the luckiest star, as readers of Charles Dickens will not need to be reminded. To make one's entrance to the world while the clock is striking, especially if it be sounding the midnight hour, is to be blessed with the gift of second sight, to have the power of seeing and smelling the wind, like the pigs of Westphalia, and to possess the ability to discern all manner of evil spirits in their secret lairs.

With so many gifts and graces depending on the contingencies of our advent, the pity surely is that we have latter superstition in his "Works and

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OWL-LAFFS



If you are approaching a crossing and cannot get across safely, shut off the gas. If you don't, the train is likely to shut off your breath.

"What style of car do you drive?"
"A detouring car."

Why doesn't some inventor come forward with an automobile shock absorber that will make things easier for the pedestrian.

An undertaker who puts up near a bootlegger is as wise as a doctor who lives near a railroad crossing.

It fills a man with a vast sense of impotence to get about the streets of a city all day without being run down.

THE WOMAN MOTORIST.

When a wild and pop-eyed driver shoots his auto down the street, He can make the public step about On light and nimble feet.

He can make the bravest tremble, He can make the holdest quail, But they say "the female driver Is more deadly than the male."

What a difference in the speed of a man's car when he is bragging about it to a friend or lying about it to a judge.

Nowadays it takes two licenses to marry a girl—marriage and automobile.

ADVICE TO MOTORISTS.

1. Don't run over small boys; they might have nails in their pockets.
2. Always sound horn when crossing railroad tracks.
3. The most important rule on an automobile is the fellow who drives it.

TRY THIS DISH.

Take one reckless, natural-born fool, two or three big drinks of bad liquor, a high-powered, fast motor car. Soak fool in liquor, place in car and let go. After due time, remove from wreckage, place in black satin-lined box and garnish with flowers.

Some people's brains are like emergency brakes—they never think to use them.

The purchaser of a new auto usually buys a feather duster and goes over the car a dozen times a day—then loses the duster.

"Daddy," said his weeping little daughter, "a naughty man broke my new sled with his automobile." "Did he?" cried her father, jumping up. "Where is he?" "Oh, you'll easily catch him, daddy," said the little one. "Two men just carried him into a drug store."

A town that is too poor to afford a "white way" hasn't much to brag about its traffic problem.

260 Miles An Hour Aeroplanes.

In a determined effort to win back the Schneider Cup, the international trophy for air marine craft, which was won by the United States at Cowes two years ago, craft are now being constructed to represent Great Britain which, it is confidently believed, will be capable of a speed of between 260 and 270 miles an hour.

One of the racing craft now being built secretly is the development of a type which, during "hush, hush" trials last autumn, attained a speed of 215 miles an hour with the throttle not fully open.

With a very small span, and streamlined so that there are no "bumps" in the fuselage, this racer, which will be equipped with floats for landing on water, will look like a flying bullet as it goes hurtling through the air.

One of the secrets of its speed will be the specially constructed engine, let into the fuselage to minimize wind resistance.

This is a development of the Napier Lion engine, but the new type will develop nearly 600 h.p., and by the introduction of a direct drive weight will be reduced by nearly 25 per cent.

"But Pity—"

Hate is desert waste and dry, Where no good thing can grow, Where there is never a cooling wind Or pleasant waters flow.

But Pity is a garden place Where Love and Kindness live, And all who walk the paths there know How sweet it is to give.

—Rebecca Helman.

MUTT AND JEFF



THIS CAT MUST BE A VEGETARIAN—By Bud Fisher

