

# The Automobile

## BALLOON TIRES PROVE COMFORT IN HARD TESTS.

That balloon tires have come to stay as representing advance in comfort for motorists is generally conceded. However, there are some new tendencies pertaining to the use of balloon tires which obtain as a result of experience in their use during the last few months. Consideration of these tendencies should enable the automobilist using balloon tires to prolong the life of this important factor in the motor, and to secure more general satisfaction from the standpoint of riding comfort.

While the natural tendency has been for owners to do nothing but sit back and enjoy the velvet-like, shockless ease that came with balloon tires, other owners have been making a study of how to get the best possible results from them, and manufacturing concerns have had their experts at work figuring out the best methods that would give the greatest satisfaction to automobile owners.

### PROPER INFLATION FOUND.

One of the most important things which has been discovered is that at first there is a tendency to under-inflate balloon tires. It was found that with a very low air pressure the amount of shock was greatly reduced. The fact that under such circumstances the balloon tires were still able to give satisfaction from the standpoint of continued service indicates the strength which manufacturers put into these first designs of larger tires. After some investigation, however, it has been demonstrated that under-inflation does not give the best results in the long run and that in using the balloon tires the car should not sag when driving along the highway. In fact, there is a definite tendency nowadays to put more air in these tires, so that the shoe stands up in much the same way as a cord tire.

Of course, even under these circumstances, there is a large contact with the road when using balloon tires. This is due to the larger dimensions of the new tire. But the tire makes more satisfactory. It is now the usual thing for motorists to carry from five to fifteen pounds more air pressure in their tires than was the case twelve months ago.

As a matter of fact, in many cases the air pressure has been doubled. Where a year ago some automobile owners were carrying only fifteen pounds in their tires, they are now carrying thirty pounds, and several manufacturers are recommending twenty-five pounds for the rear tires and thirty pounds for the front ones. While this does not give quite the feather-bed effect of the low inflation, it does give a riding comfort which is very satisfactory and much in advance of the cord tires. This makes for better mileage and enables the driver to get more power from the engine.

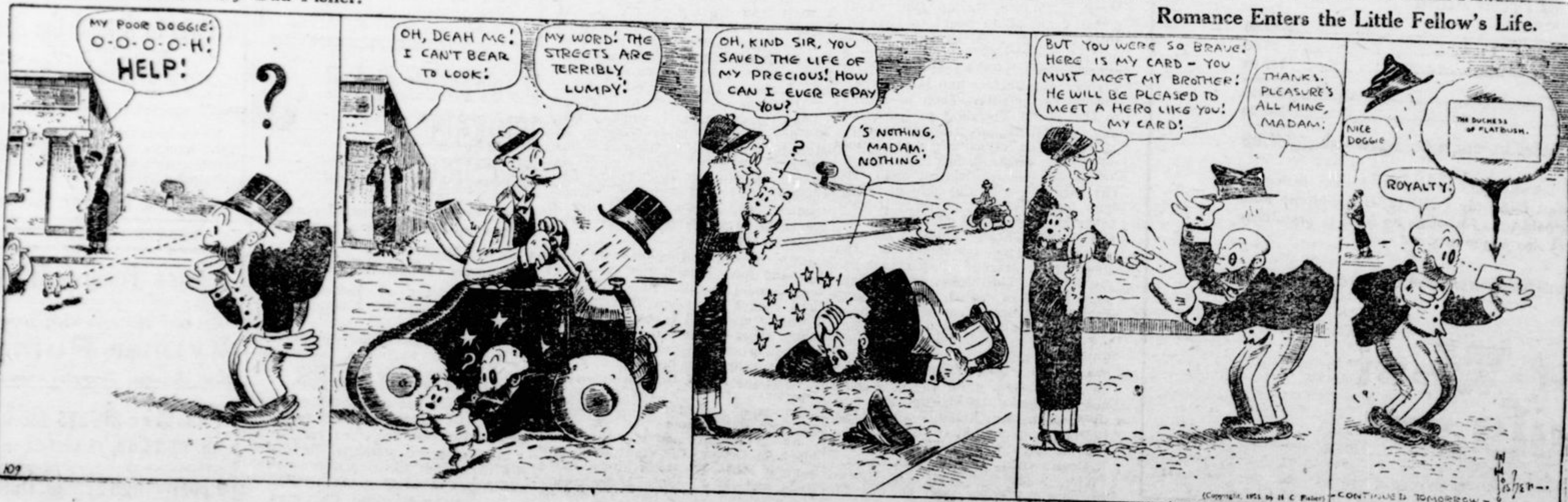
### The First "Black Maria."

Now that London's last real "Black Maria"—the horse-drawn prison van—has been relegated to the scrap-heap, it is interesting to trace the manner by which it came by its name. The common theory is that it was named after a muscular negro of Boston named Maria Lee, and there seems to be no other candidate. It was said that "Black Maria" was so powerful it was always necessary to obtain a conveyance in which to take her to prison. The first prison vans were, therefore, named after her. The name, "Black Maria," is one of the few respectable terms in the language which the Oxford Dictionary omits to recognize. Will the phrase disappear now that the "Black Maria" becomes a motor instead of a horse vehicle? Quite possibly it may, though the slang dictionary is a very conservative institution.

### Artificial Silk Popular.

Leek, England, the first silk centre to take up seriously the production of artificial silk garments, has been so successful in the change that its percentage of unemployment is the lowest of any district of the silk industry. There is nothing new in trial marriages. According to some people, every marriage is a trial.

### MUTT AND JEFF—By Bud Fisher.



## Illiteracy in Canada.

Illiteracy in Canada is not confined to its frontiers and poorer territories. Defining illiteracy as inability after the age of ten years to read or write in any language, an analysis of the census statistics of 1921 shows that Canada is illiterate. Of the provinces, Ontario has the lowest illiteracy, 2.90 per cent, and New Brunswick tops the list with 7.61 per cent. Illiterate, Manitoba comes second to New Brunswick with an illiteracy of 7.09 per cent. In that province the high percentage is due in great measure to the large immigrant population in which illiteracy is much higher than among Canadian born. Of the foreign born in Manitoba 20.72 per cent are illiterate. In the three Western Provinces there are 89,833 illiterates and of these 81 per cent are foreign born and 19 per cent Canadian and British born—a condition which should make us, as Canadians, think. Compulsory education laws are doing much, but in spite of these, many Canadian born children of foreign parents as well as many children of Canadian illiterate parents are perpetuating their family names in the ranks of illiteracy. For instance, 89.46 per cent of foreign born Ukrainians in Canada are illiterate and 7.65 of their Canadian born children can neither read nor write! Illiteracy, however, must not be confused with inability to speak English. This is Saskatchewan alone over 40,000 citizens cannot speak English.

A much lower urban than rural illiteracy in Canada, even among foreign born, demonstrates the excellent work that is being accomplished by night schools.

## Field Marshal French.

Whatever place may be finally assigned the Earl of Ypres in the history of Britain's part in the World War, no subsequent revelations can rob his name of the lustre that is attached to his supreme effort on the battlefield from which his title was derived. Lord French was the foremost factor in the creation of the "First Hundred Thousand," as the nucleus of that greater force whose firm stand on the Continental forehead saved the day for the Allies and for unshattered civilization.

When French's great service was performed, it was undoubtedly well for the further conduct of the British offensive that the supreme command was entrusted to Haig. But in a year and a half of intensive warfare he had justified the faith reposed in him, as the brilliant tactician of the South African war. As Lord Lieutenant of Ireland until the Home Rule Partition Act became effective, he served the Imperial cause with courage and firmness in a critical juncture.

Whatever policies of statecraft or manoeuvres in the field may continue to be controversial issues in the appraisal of his career, he set down to his record so much that was for the indisputable advantage of the cause in which his sword was drawn that he is entitled to a place high in the list of soldiers who have ably served the British Commonwealth.

## Obituary.

Mother—"Now, children, don't quarrel. What's the matter?" Willie—"We're playing airplane, and Mamie won't jump out the attic window with your umbrella."

## Punish Owner of the Dog.

When a dog barks at night in Japan the owner is arrested and sentenced to work for a fixed time for the neighbors whose slumbers may have been disturbed.

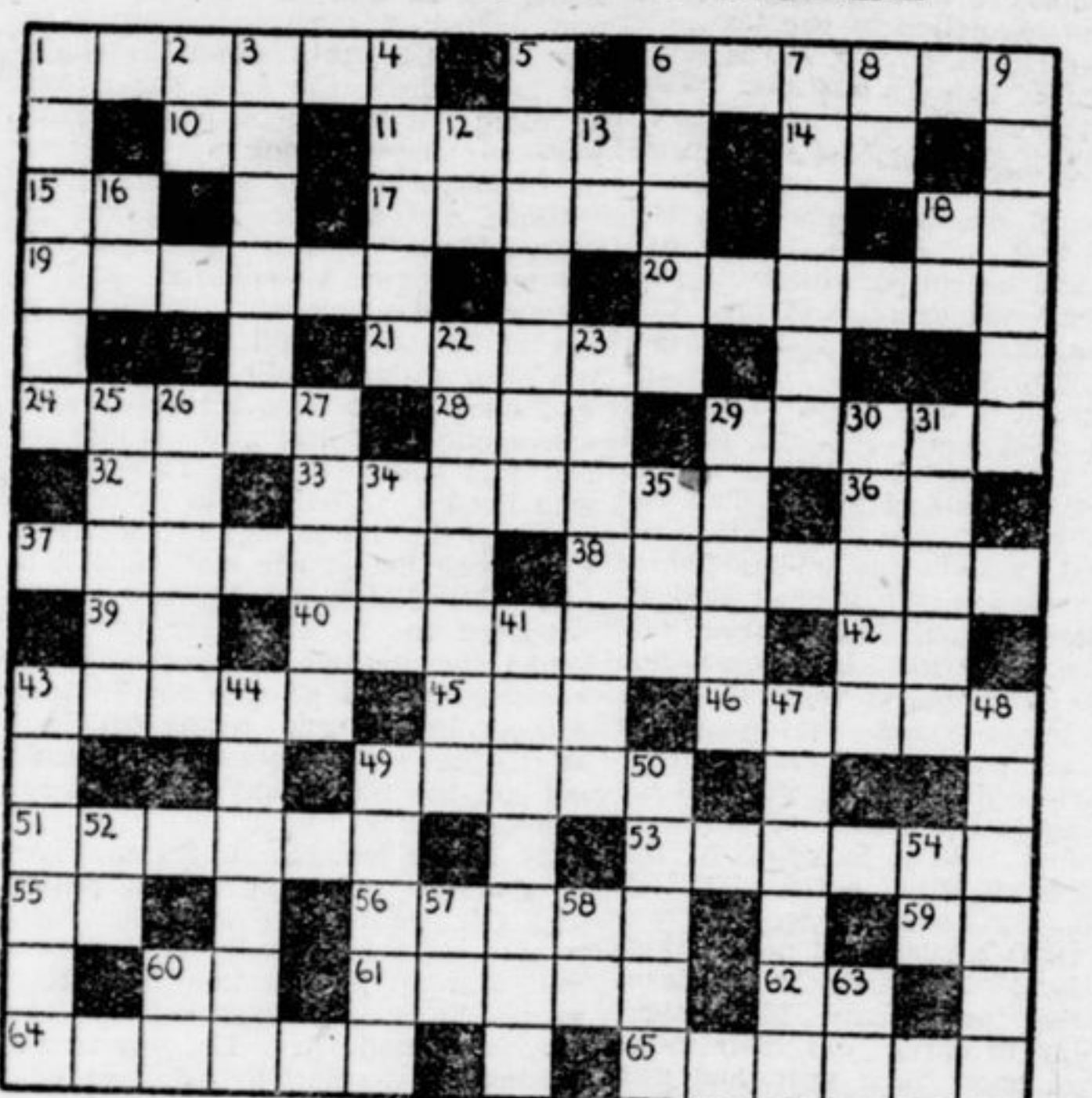
## Solution of last week's puzzle.

PROSPER BANANAS  
ROVE ROYAL CALM  
ELAN EVENT EMMA  
FELT GREEN SEAR  
EAGLES PAUSE  
STONES HAMPER  
STONE BANNER  
LASELS BRISERS  
DREGS CAP CURSE  
J GAMUT V  
TACT ANNA MOTE  
ODOR UNITS EMIR  
RIPE GENETS SIRE  
STEEPLED DEBATED



Visitors to Montreal find the famous old church of Bonsecours one of the interesting landmarks. The church is dedicated to all seafarers.

## CROSS-WORD PUZZLE



THE INTERNATIONAL SYNDICATE.

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 will give others. A letter belongs in each square, words starting at the numbered squares and running either horizontally or vertically or both.

- 1—A vegetable
- 6—Of more recent date
- 10—in the year of our Lord (abbr.)
- 11—to analyze according to grammar
- 14—Division of the army (abbr.)
- 15—Railway (abbr.)
- 17—to strike out
- 18—Note of the scale
- 19—one who loves extremely
- 20—Perches
- 21—Footless animals
- 24—to take firm hold
- 28—Highest card
- 29—Variety of pork
- 30—Exclamation
- 32—City in N. E. Massachusetts
- 36—Prefix, Toward; to
- 37—Everlasting
- 38—Black and red bird of U. S. (pl.)
- 39—Abbr. for name of a Western State
- 40—Covered with dots
- 42—Bone (Latin)
- 43—a dunce
- 45—Used in billiards
- 46—Made an error
- 49—Slips sideways
- 51—Variety of domestic fowl
- 53—One who paints
- 55—Abbr. for a thoroughfare
- 56—a vegetable
- 59—Civil Engineer (abbr.)
- 60—Toward
- 61—Plural of that
- 62—Prefix meaning "in"
- 64—Gyrate
- 65—to be indignant at
- 1—A throng
- 2—Mother (abbr.)
- 3—Loves extremely
- 4—Musical entertainment
- 5—River in Venezuela
- 6—Looks at maliciously
- 7—City in State of Washington
- 8—A large cask (abbr.)
- 9—Dried fruit
- 12—Man's name (familiar)
- 13—N. Central State of U. S. (abbr.)
- 16—Measure of length (abbr.)
- 18—A thoroughfare (abbr.)
- 22—Attentive
- 23—Proportion
- 25—in front
- 27—a spring flower
- 29—Party to a marriage ceremony
- 30—Tint
- 31—Stout
- 32—Short sleep
- 35—before
- 41—Charge made for instruction
- 43—Bigoted
- 44—Physician
- 47—Ties again
- 48—Abhor
- 49—Dots
- 50—More rational
- 52—Man's name (abbr.)
- 54—Southern State of U. S. (abbr.)
- 57—Abbr. for a New England State
- 58—a bone (Latin)
- 60—Same as a (musical)
- 63—Point of compass (abbr.)

Keep Your Piano in Tune. If it is important that the piano in the home be kept in tune—and who will deny that it should?—it is a great deal more important that the piano in a public or semi-public place be kept in tune. Such a piano, upon a single hearing, can disgust a whole roomful of people. Not one family and a few neighbors, as in the case of a piano in the home, but many families. And yet the majority of pianos in public places are neglected. Is it not worth a thought on someone's part?

## Into the Open With the Boys.

Some people let themselves grow old, others grow old gracefully, while others positively refuse to grow old. Many illustrations of the latter have come to light, in recent letters to the Natural Resources Intelligence Service of the Department of the Interior. A remarkable number of enquiries are being received from residents across the line for information concerning canoe routes and camping conditions in Canada, particularly in those portions where only a real man would undertake the hardships incident to the trip.

A glance at the map of North-western Ontario will indicate the vast network of lakes and rivers, the greater portion of which have never or at least rarely been traversed by any but the native Indians. Into this area the coming season, in increasing numbers, lovers of nature, children of the open, trail-breakers, or by what other appropriate designation these delvers into the wilds may be known, will be packing their canoes and outfits.

From the tenor of their letters many of these men must be past middle life, but the fascination for the wild still holds its power over them. Each recurring season sees their faces turned toward the great unexplored areas, and they refuse to recognize that time is passing; while their hair may take on an iron-grey shade, the heart remains young,—they crave the freedom of the open, and refuse to grow old.

One of the letters asking for maps and canoe routes, which the Natural Resources Intelligence Service is providing to tourists, is so enthusiastic that reading between the lines one can feel that the writer is just bubbling over in his eagerness to again ply the paddle or shoulder the pack-sack. He says: "Last summer my sixteen-year-old son and I spent a wonderful vacation in the Hunter's Island country, next summer we want to go either to Nipigon or French Rivers."

The old spirit will not down, and the coming season is to see many of these erstwhile staid business men and their sons from all over the United States and Canada answering the call of the wild into the undeveloped heart of the continent.

## Natural Resources Bulletin.

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

Canada's crops are now in the ground, and the annual question, "What will be harvest like?" must remain unanswered for some months. The result will now depend upon Nature. Sunshine and moisture have the final say as to the outcome, and in this connection it is well to recognize our dependence upon forces entirely beyond our control.

Canada, fortunately, is blessed with a climate that produces the very best of staple food supplies and that can be depended upon. It is well for the world that such is the case, otherwise many countries would be hard pressed for enough to eat. Canadian wheat in its raw state is now going to 26 individual countries while Canadian wheat flour is being used upon the tables of the people of 62 countries. Canadian oatmeal and rolled oats are going to 20 countries, while meats of all kinds are being provided for a great many populations.

Canadian farmers have a responsibility which has probably never before been placed upon the shoulders of any group of men. The United States has practically ceased as a wheat exporting nation, and the eyes of the world are being directed to the climate, and we have the men with the ability and will to meet the demand, and within the next few years this country will occupy a position never before occupied by any country. Instead of being, as it now is, "the granary of the Empire," Canada will be the granary of the world. With the advantage of a beneficent nature and the aggressiveness and energy of Canadian farmers, Canada, as a world supplier, will make good.

## But They're Busy.

It is estimated that 87 per cent of those who pity themselves haven't much else to do. Only the dentist gets paid for looking down in the mouth.

## PRESS DAY AT SEA

Imagine yourself upon a great Atlantic liner. It is night. The dancers have gone from the ballroom; the lounges and decks are deserted save for the occasional passing of the ship's policeman. The only sounds are the swish of the ocean and the mighty, muffled pulsing of the engines as they force this 50,000-ton mass of steel and iron through the dark waters.

Apparently all but the ship's crew are at rest. But if we make our way to the bowels of this leviathan we shall find a scene of feverish activity unconnected with the navigation of the vessel. It is the printers' shop, and the next morning's Atlantic newspaper is being put to press.

Keeping in Touch With the World. Many of the great Atlantic liners publish daily newspapers while at sea. This was until recently purely a British enterprise, but now the United States has followed suit by installing an up-to-date printing plant and an editor on the largest United States ship.

The most important publications on the British ships are those produced on the three largest Cunard liners. On each of these ships an editor from Fleet Street. These journalists travel as first-class passengers, mingling among the social life of the ship each day, until it is time for them to change their dress clothes for garb more suitable for the printers' ink. On the smaller vessels the task of arranging the paper is in the hands of the purser.

## Collecting the News.

Editing a paper at sea has many difficulties, chief of which is that atmospheric and static interference, over which man has no control, often interrupt the wireless service of news. Heavy seas, too, mean troublesome times for the printers. The bulk of the news by wireless comes from England, the principal source being the newspaper's head office in London. The British Foreign Office also sends out daily services of news covering world events, and which is known as "British Official." As the liner nears the American coast the editor cannot depend wholly upon radio from England, but as substitute he has an American service.

The flow of press messages to the liner's wireless room is intermittent during the day, but at night the four wireless operators are kept hard at work transcribing the thousands of words of code messages telling of events in the world without. As soon as a message is completed it is conveyed to the editor, who reads it, judges its value, and then arranges it for the linotype.

It may be news of some disaster. In that case he may deem it worthy of a contents bill. Another printer, therefore, proceeds to set the bill and print it. It is all just as a Fleet Street office; there is the same complete efficiency from the point of view of both men and machinery.

## Passing the Pages.

The news service continues thus for many hours until the last message is brought hot from the wires. There is little time to lose if the paper is to be ready before breakfast, so it is set up at lightning speed. All the proofs having now been passed by the editor, the "traces" are clamped tight and final proofs are pulled for a last look. They are "O.K."

At a signal the electric button operating the printing press is touched and next instant the paper is being printed to pass into the waiting hands of the ship's boys, who are already queuing up for their copies. Within half an hour hundreds of copies of the six-page paper, with its 15,000 words of matter, including advertisements, will have been distributed among the passengers.

A sigh of satisfaction escapes the editor. His work is done for another night. He looks through the porthole and sees the rosette dawn touch the boundless sea to gold. It is a picture which would hold the city man breathless. The editor yawns and stumbles off to bed.

## Take Good Aim.

Today I heard a new Mark Twain story: A woman—noted as a nagging wife—and also as a great bove, approached Mark Twain one evening at a banquet.

"Oh, Mr. Clemens," she exclaimed effusively, "I am going away! Do you think my husband will miss me?" "If he does, Madam," responded the great author, "he should never be trusted with fire arms again."

## Vienna's Many Trees.

In the streets of Vienna there are trees enough to make a small forest if they were placed together on one spot of land. According to the latest figures of the municipal government, they number 58,000.

## Only a Memory.

Elderly heires (sady)—"No, Mr. Jones, my heart is dead to the tender passion. The only man I ever loved, or could ever love, was killed at the battle of—"

Mr. Jones (disappointed, and reaching for his hat)—"Waterloo!"

## The Coldest Temperature.

Absolute zero, or coldest possible temperature, is minus 473 degrees. The coldest medium used in industry is liquid air, which is 316 degrees Fahrenheit below zero.

## AVIATION IN CANADA

Canada, in its great expanse, large centres widely separated, tremendous distances frequently covered, has been deservingly more than one aeronautical as the logical sphere of the aviation. The Dominion has recognized since the war, and has taken advantage of the large number of trained men she had at the conclusion of hostilities, is coming to play a greater year in many phases of the economic life, and operating freely out with a high degree of efficiency.

The Royal Canadian air force 1924 took 3,340 hours of flight without a single fatality or accident involving serious injuries of the personnel, which, according to the Air Board, "proves that it is carried out by carefully trained men, is quite applicable to civil life." Returns show that total flying time last year 1,225 hours were for air force training flights, etc., 69 hours were for operations with the military 16 hours joint operations with the Royal Canadian Navy, and during 1,940 hours were devoted to connection with the military. Government departments.

Operations in Fuel. The Forestry Branch is making service more and more in the provinces of Alberta and Manitoba 1924, work of the forestry patrol involving 1,360 flying hours was done. Over three million acres of land in Alberta were covered daily by forest patrol during a season of fire hazard. In Manitoba million acres were under observation at stations at Victoria and Norway House, and in some fire-fighting forces with their gear were transported to the of fires by plane.

No less than 40,000 square miles were photographed from the topographical survey of the A new feature of the flying patrol in 1924 was the flying patrol work on the northern British Columbia. Other services undertaken for the Department of Agriculture include connection with the Department of Public Works, preventive patrol in British Columbia; preventive patrol in the Indian Territory; preventive patrol in the Indian Territory; preventive patrol in the Indian Territory; preventive patrol in the Indian Territory.

Work Laid Out for 1925. The program of work to be taken by the Royal Canadian Air Force in 1925 again exhibits a wide and will be the most extensive ever undertaken, comprising operations to be carried out in all provinces with the single exception of Prince Edward Island. Services will be made in conjunction with topographical surveys, work of the Department of the Interior, in addition to the aerial photography for survey purposes, continuation of the work in the photographing of Canadian historical sites, etc., and the aerial photography of the forest fires has been extended. The forestry patrol work on the northern British Columbia coast will also be enlarged this season.

In addition to this work by the Royal Government, additional operations are carried out by the provinces having full control of their own aviation. The use of the flying patrol in the past couple of years has revolutionized the aerial photography of the Newfoundland coast, which has considerably expedited the work and reduced the hazards of the work. A commercial flying company was incorporated last year to fly from Montreal into Northern Alberta, which is a peculiar matter the almost exclusive territory of the aeroplane practical transportation.

## Quite True.

The teacher had been lecturing pupils on famous proverbs. "Now, take this one," he said. "If of sight, out of mind." Can any tell me what that proverb means?" "Yes, sir," answered the brightest boy in the class. "Invisible and sane."

We don't mind being old; it's no being young that hurts.