

British Industry, Through Elaborate Plan to Harness Electricity, Plans Yearly Saving of Over \$500,000,000

By Floyd MacGriff

A vast scheme for electrifying British industry, which will save the country \$500,000,000 annually and at the same time make industry more efficient, is being considered by the government. A special committee, made up of long-headed business men serving on the advisory council of the ministry of reconstruction, has worked out a plan, along purely business lines, which would attain these objects.

England is ripe for electrical exploitation because of out-of-date methods of supplying and distributing power in factories and because of congested commercial centers which would make the outlay in electrical plants small in proportion to the customers, domestic and industrial, that could be saved.

In addition, great savings could be made on the railways, both in cost of power and wages, by electrification.

Electrical development in this country now is in its infancy. All the electrical generating plants in the country do not represent an investment of more than \$225,000,000. Because this plant-block is mostly new material the state would have to spend but \$55,000,000, it is estimated, for amortization of dead weight capital. These estimates do not include distributing systems.

The plan put forward by the government committee contemplates erection of districts, to be run pure-

ly on business—not civil service—lines. The generating plants would be worked as a unified, national system. As to distribution of current, the state would have control of the main arteries, while existing agencies, which proved efficient and progressive, could be utilized for transmission of current to specified localities.

The report recommends that an electricity board of six members be created by appointment, to serve five years, and be paid sufficient to attract experts. The electricity board would create a comprehensive scheme for developing use of electricity throughout the United Kingdom. This board would have power to create an operating executive, to be responsible for technical operation of the system. The electrical board would be more like a board of directors.

The report recommended that the whole staff on the executive side be organized upon commercial lines, the managers and staffs for each area being in competition with those of other areas for development of their respective territory, for commissions and other awards for initiative and exceptional results obtained. Coal would be conserved by this plan, and the cost of production in many lines decreased, it is asserted.

civil service to take part in the war may be reinstated without examination.

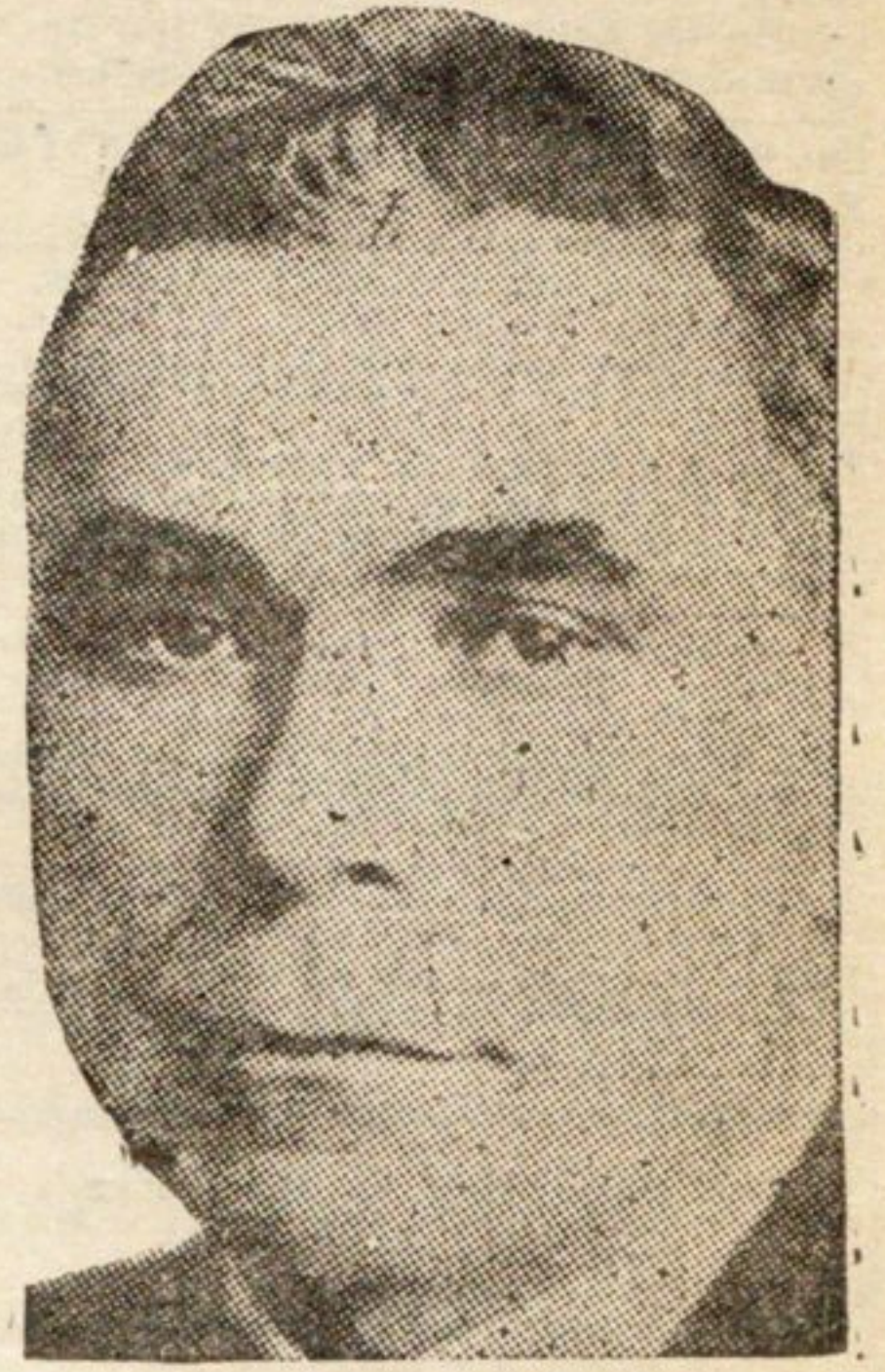
Gun Barrels

A rather interesting side light on the question of gun barrel life is a determination of the actual length of time to which a good shotgun barrel is subjected to the force and burning

effect of the powder charge during its lifetime. If 100,000 shots are fired from a shotgun the inside of the barrel is actually exposed to the force of the powder charge for about 10 minutes.

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IT PAYS TO ADVERTISE

FAMOUS GOLD CAR IS BACK IN U. S. AGAIN

Captain Kidd, that adventurous spirit who flourished and waxed rich at the expense of the skippers of slow-going brigs of other days, lived before his time. His piratical antics were as child's play to the later murderous capers of his ex-imperial majesty's sinking, slimy U-boats. Since he took up his abode with Davy Jones, succeeding events have shown up the old rover of the seas as a hopeless piker. His much-touted treasure, if it ever turns up, would be like so much ballast compared to the possible loss in the cargoes that cross the seas today.

Take the famous gold car, for instance. The old captain would have turned over in his watery grave could he have sighted the Pacific Mail liner carrying this precious car of gold across the briny deep.

Not that the gold car has not taken its chances at sea. It had and many of them, too, since it bade adieu to American shores in the fall of 1917. Acclaimed as the sensation of the 1917 American automobile shows, after traveling from one end of the United States to the other, Australia became mighty curious and demanded its exhibition. And so, heavily insured and guarded, it went overseas. What was a sensation at home became a supersensation abroad.

But the gold car is home again. It has made its last journey. It arrived in South Bend, Indiana, last week direct from San Francisco. For the benefit of posterity it will henceforth repose in all its golden splendor in the Studebaker corporation in their the famous museum maintained by administration building at South Bend.

The gold car, a stock Studebaker touring car, finished in 24-carat gold and pure white enamel, was first exhibited at the New York automobile show in 1917. All metal parts of the car and chassis were finished in glistening gold to exemplify as would be possible in no other way the clean-cut assembly, simplicity and mechanical excellence of the cars. Other parts of the car, not metal, are enameled pure white. The upholstery and victoria top are made up of pure white kid leather. The effect is dazzling and one not to be soon forgotten.

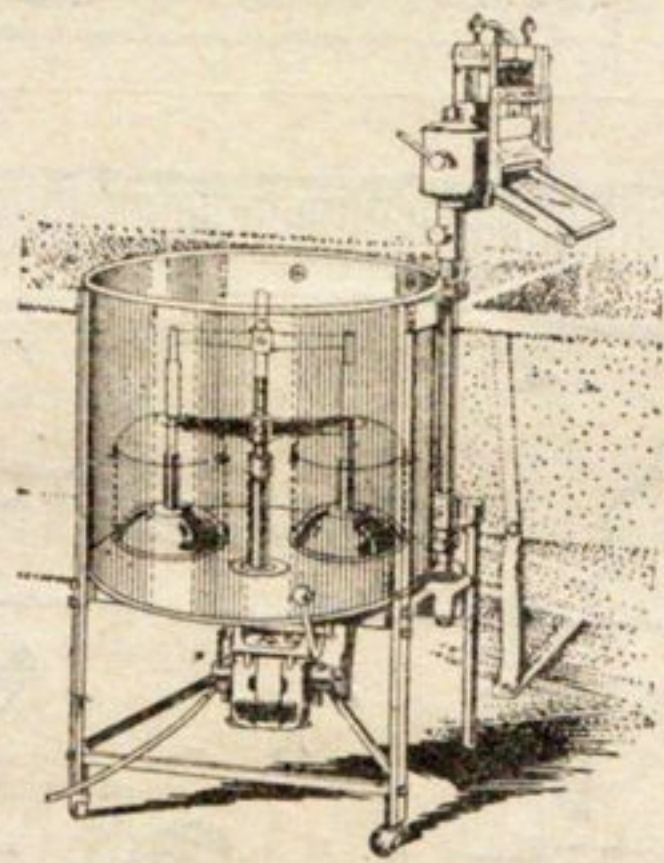
Government Needs Stenographers and Typists

Large numbers of stenographers and typists are needed in the government service in Washington, D. C., notwithstanding the fact that thousands were appointed during the nineteen months of America's participation in the war, according to an announcement of the United States Civil Service commission.

Examinations for both men and women are held throughout the country every Tuesday. Usual entrance salaries are \$1,000 to \$1,200 a year. Full information may be secured from the secretary of the local board of Civil Service examiners at the post office or custom house in any city or from the U. S. Civil Service commission, Washington, D. C.

Men who have been honorably discharged from the military or naval service and who left positions in the

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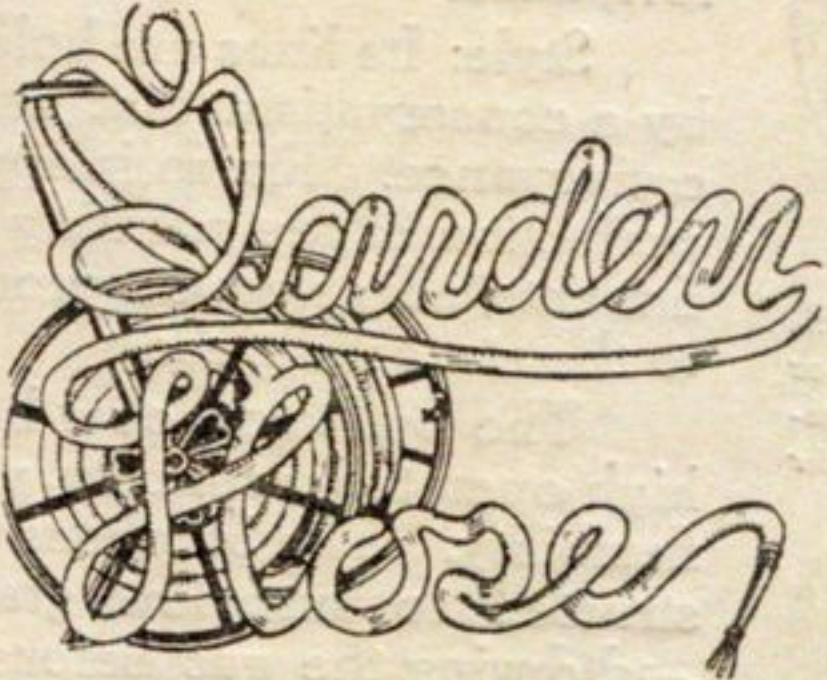


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Move the hook up and down SLOWLY and the operator will note your signal and answer promptly.

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"If we hold back, competitors are going to cut in on our business because we can't fill orders. If we go ahead, the profits we'll make on increased production will more than offset any saving we could possibly effect by waiting."

Prices Can't Go Back to Former Levels

Prof. Irving Fisher of Yale, whose views are given circulation by the U. S. Department of Commerce, says: "The buyers of the country have made an unexampled attack upon prices through their waiting attitude—yet price recessions have been insignificant. The clever man is not the man who waits, but the one who finds out the new price facts and acts accordingly."

Building Will Stimulate Business

Scores of Chicago factories, realizing that they can build as cheaply now as later, are drawing plans and going ahead immediately. They will employ labor, contract for materials, and start the wheels of business whirring.

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