

GUARD AGAINST MONOXIDE PERIL

Chemical Experts in Warning to Motorists

Although there has been much written within the last few days of disasters caused by tetraethyl lead poison (it has been commonly called "loony gas"), there is a lurking enemy of the automobilists which often gets its greatest toll during the winter season and which really deserves far more attention. This is the insidious carbon monoxide vapor which takes its victim unaware and many times accomplishes fatal results. Motorists in this vicinity, who own small private garages, will do well to heed the warning recently issued by the American Chemical Society.

After an extensive investigation conducted by W. P. Yant, W. A. Jacobs and L. B. Berger, of the United States Bureau of Mines, and made public by the American Chemical Society, it is emphasized that a dangerous indifference to the perils of carbon monoxide still exists.

"In summing up the dangers arising from running an automobile engine in a closed private garage, it can be said," according to the society's statement, "that there seems to be no limit of time during which the engine may be run in a closed private garage with safety to an occupant thereof.

Keep Doors Open

"The doors should be opened previous to starting the engine, even if it is only intended to take the car out, because no matter how careful people may be a few unheeded minutes taken to look at the tires or measure the gasoline tank may prove disastrous.

"If it is necessary to run the engine for any lengthy period, as in making repairs or adjustments, the car should by all means be run into the open, and even then the direct exhaust should be avoided in order to decrease the possibility of headache and discomfort.

"The public has become so accustomed to seeing men working about engines which are running and to breathing exhaust gas in low concentrations, that it has become more or less indifferent to its dangers," the statement continues.

"Few people have regarded or thought that the atmosphere they are breathing is not exhaust gas in a strict sense, but an exceedingly dilute mixture of exhaust gas in air made comparatively safe through natural or artificial ventilation. Also, from each engine that may be running in these places atmospheric space is many times greater than that in a private garage at home."

Evidence was revealed of disastrous results should the engine be started and left in operation while the driver went elsewhere. "A concentration of 2 per cent," the statement adds, "may easily be built up in a short time, and on his return but a couple of minutes would be required to asphyxiate him.

Victim Taken Unaware

"Although these higher concentrations are of importance and interest, they should not detract from the fact that the matter of first importance is the rapidity with which the minimum concentration and exposure that will render a man helpless, although not necessarily at the time unconscious, will be formed.

"Carbon monoxide is in many cases, especially in these relatively high concentrations, very insidious in its action, and the victim will often suddenly collapse and be entirely helpless—although conscious for a time of his condition, yet unable to make an escape or give alarm.

"This state will quite rapidly develop into unconsciousness and death, especially if the engine continues to operate, which in all probability will be the case."

Motor Registration Still Going Up in All Countries

Motor vehicle registration is still going up throughout the world. The National Chamber of Commerce estimates there were about 18,100,000 in use January 1, 1924, 88 per cent of which were in the United States. The United Kingdom comes second with 642,853, while Canada is a very close third with 642,571 vehicles.

Travel to Yellowstone Again Breaks Record

The headquarters of the Lincoln Highway Association at Detroit is in receipt of word from Horace M. Albright, superintendent of the Yellowstone National Park, that again this season all Yellowstone National Park travel records were broken.

The total travel into the park was 144,158 persons as compared with 138,352 persons in the season of 1923.

That the motor car and the highway are the preferred means of reaching this great national playground is indicated by the fact that 100,186 persons entered the park by automobile as against 41,054 persons who entered it by rail. Motor visitors in the park this year came from every state in the Union, from Alaska, the Philippines, Hawaii and the Canal Zone, and from twenty-three foreign countries, including England, and seven other countries of the British Empire. The majority of the motor tourists who made the Yellowstone tour this season came from east of the Mississippi River, in fact one-fourth of all the visitors entering the park came from the states of Iowa, Illinois, Indiana and Ohio. The majority of these travelers followed the Lincoln Highway as far as Cheyenne, Wyo., and thence on the Yellowstone Hwy., reached the eastern or Cody entrance to the park.

On each of seventeen days at the height of the season over 2,000 people entered the park and at many times 10,000 to 12,000 visitors were in the park at one time, camping out in the big public camp grounds or using the park hotels.

FORD FOREIGN BRANCHES BUSY

Reflect Improved Conditions in Europe

The improving economic situation abroad is reflected in the September reports from the managers of the Ford Motor company's foreign branches and associated companies. These show that this is the biggest year the Ford Motor company has ever enjoyed in the foreign field.

Although the reports cover only nine months of the year the sales of Ford units—cars, trucks and tractors—are already close to the record for the entire year 1923. From January 1 to October 1, 1924, the sale of Ford products overseas amounted to 138,291 cars and trucks and 10,303 Fordson tractors. These figures do not include the production of the Ford Motor Car company of Canada, Ltd., which supplies to all parts of the British empire except the British isles.

If truck sales are any barometer of economic conditions then foreign commerce is coming back rapidly for the January to October sales have record of 13,000 ahead of the entire year's record of 1923.

Argentina leads the export field in the purchase of Ford cars having taken nearly 16,000 since the first of the year, a

considerable gain over the first three-quarters of last year.

While the revolution in the state of Sao Paulo, Brazil, slowed up business all over the country the recovery has been very swift and 1,741 units were sold there during September. The Ford plant at Sao Paulo was, of course, shut down during the revolution.

The tractor market continues to improve all over the world and there are few places where substantial gains have not been made. In the Scandinavian countries Fordson tractor sales are over three times as high as for the whole of last year and in Belgium, Holland and the Near East the record is within a very small margin of being as good. The market in Germany also is improving and a recent order for 500 Fordsons from that country has just been filled, making a total of 1,500 so far this year.

The increasing demand for Ford products in Europe has made it necessary to open a new Ford plant at Stockholm, although a year ago all this territory was handled by the Copenhagen plant. A similar situation prevailed in Holland where Ford business increased so rapidly that the Antwerp plant could no longer take care of it and Rotterdam got a new Ford factory of its own. Also, a branch has recently been established at Santiago, Chili.

In domestic business sales reports show that retail deliveries of Ford cars and trucks in the United States during the month just ended were the largest for September in the history of the company. They exceeded the sales of September a year ago by more than 5,000.

FRANCE BUYS U. S. CARS

Statistics for the first six months of 1924, as reported in an Associated Press dispatch from Paris, show that during that time France bought 6,327 automobiles from the United States and sold 144 French cars to Americans. No other country approaches the United States in automobiles imported into France, Italy being second with 611.

California and Alabama Present Motor Contrast

California and Alabama are at the

head and foot respectively of the table showing motor vehicle registration to the number of people in the state. California has a car for every three persons. Alabama has 19 people to every car. Halfway is Missouri with seven individuals to each motor vehicle.

JOHN MURRAY DEAD

The National Association of Real Estate board regrets to record the death by drowning of John L. Murray, executive secretary of the Philadelphia Real Estate board. Mr. Murray lost his life while attempting to save an aged woman from drowning.

Stachel's FLOWERS

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Perennials

Veronica
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Phlox

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Columbine

Delphinium
Purple Daisy
Shasta Daisy
Golden Glow
and many others
\$1.50 per doz. plants.

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Shrubs
Roses
Bulbs

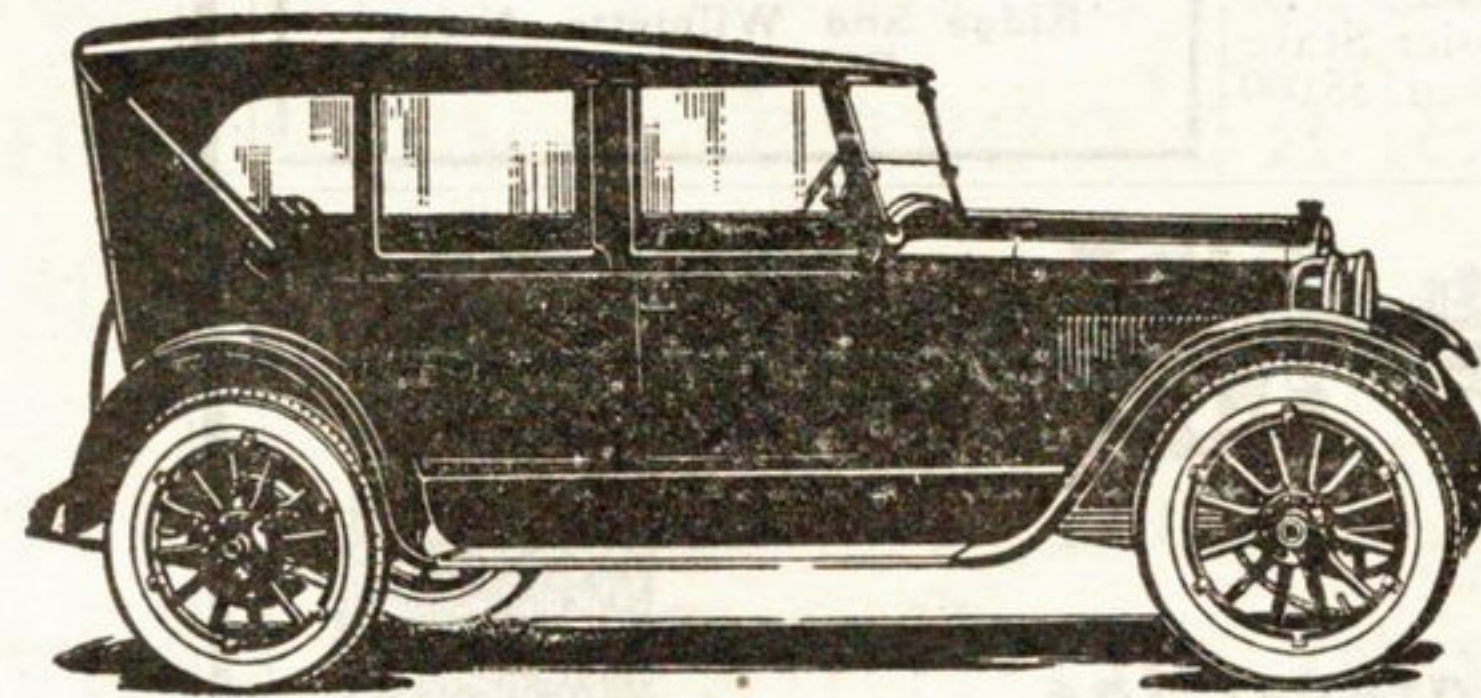
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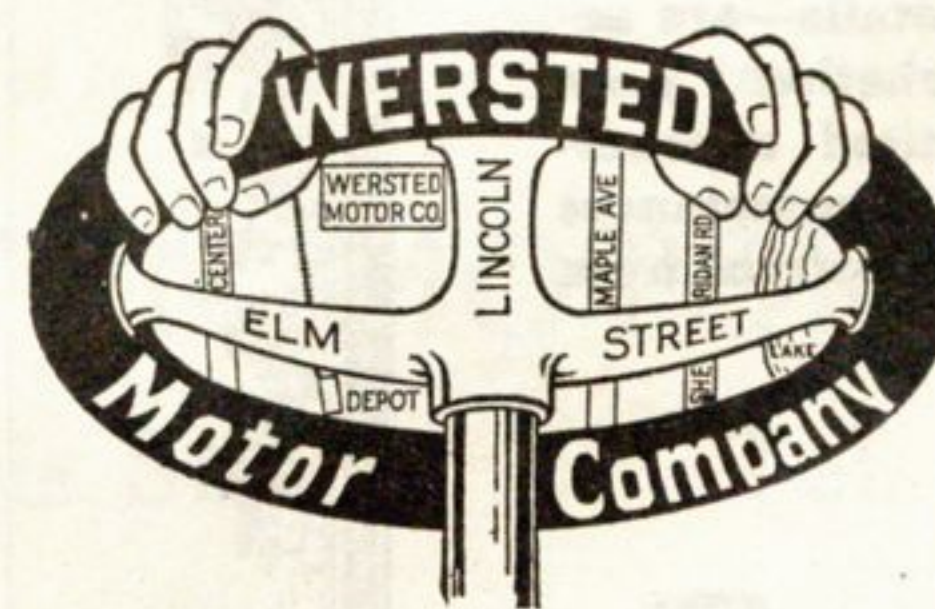
Widespread comment on the beauty of the car has not overshadowed public appreciation of its really exceptional riding comfort, smoothness of operation and long life.

Bad weather also emphasizes the value of other features—the unfailing response, in extreme cold, of Dodge Brothers powerful starter, and the snug protection afforded by suitable curtain enclosures.

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