

PUTTING LABELS ON THE COUNTRY

Towns, Roads, and Now Rivers To Be Posted

"What town is this?" All tourists have asked the question hundreds of times. Progressive towns put the name of their city on signs at the city limits, just as they put also "through arrows" to guide the traveler.

"What road is this?" is asked almost as often, especially on the less traveled highaways. Main traveled roads are rapidly being marked, so that the visitor from afar is not confused.

"Whaat river is this?" is often a matter of wonder to the motorist, who passes over several branches of the same stream, alongsde a lake , or over a bridge without knowng what body of water it is which he crosses or passes.

The League of American Pen Women is asking the various State Highway Commissions to place suitable markers near the famous streams to inform the traveling public. It is a laudable work, but why, the traveler stop at famous ... all bodies of water ... roads, so that the travel ... t better aquainted with the country through which he passes?

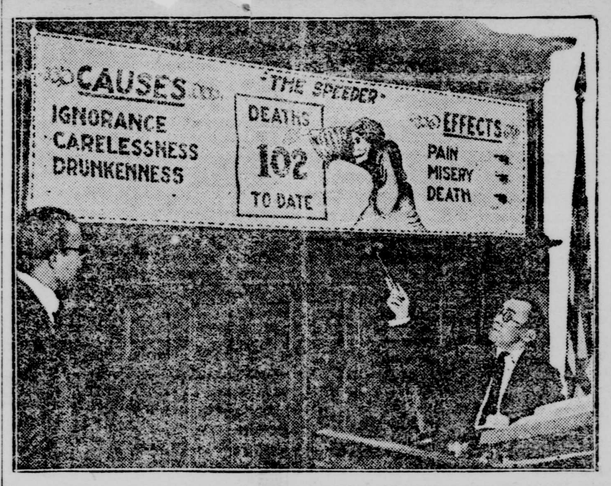
Municipalities find it pays to welcome the tourist, to guide him surely and quickly, to make him feel at home. The Stop! Ten miles an hour under penalty of the law" sign is disappearing in favor of the "Our speed limit is fifteen miles an hour, please observe it, as we make you welcome" type of sign. With the latter goes the courtesy of road markers and stream label, worthy work for any civic club to take up that the municipality be visited with joy and remembered with pleasure.

STRAIGHTEN HEADLIGHT BEAM

Trouble Caused by Reflectors Being Loose and Gradually Working Out of Line.

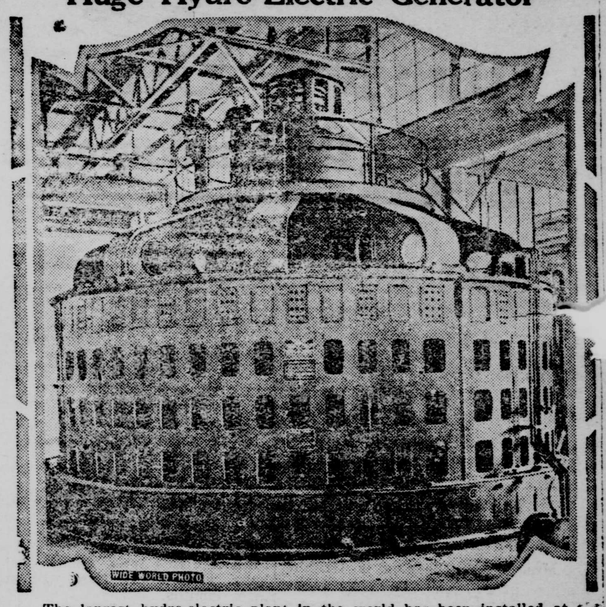
Beams from the headlights being out of focus is not always caused by bent lamp brackets or fenders to which the brackets are usually fastened, as is generally supposed. The trouble may lie in the reflectors being loose from their fastenings and gradually working out of line, or it may be due to the lamp bulbs themselves. If the filament is not centered in a bulb, it will throw a beam to the side or up or down, according to the way it is bent. The only remedy for this trouble is to replace the bulb.

POSTER DESIGNED AS A WARNING



Municipal Court Judge Meredith Yeatman of Cincinnati, Ohio, had this striking poster designed as a warning to the many traffic violators that are brought into his court. Each time a new victim is added to the number, the poster is changed.

Huge Hydro-Electric Generator



The largest hydro-electric plant in the world has been installed at the Niagara Falls power plant. Photograph shows the generator, developing 70,000 horsepower.

The SANDMAN STORY

KING IN NAME ONLY

KING OBERON is the husband of the Fairy Queen, but though he is King his power is very limited, for the only time he has any power at all is between night and day.

This of course makes him very discontented, for while he is a King there is not much fun in being one if you cannot rule somebody or something.

The fairies were all very respectful and addressed him as "Your Majesty" always, but it was to their Queen they looked for orders and not to King Oberon.

The Queen had to be very careful of her subjects and of herself as well at the hour between day and night because her King was always looking



"Called for a Pail and Went to Work."

for a chance to display his power, which was of so short duration.

Once he had used this power to send all the fairies flying over a deep, wide river which he knew would frighten them very much because the fairies do not like the water, and he had sent all the Goblins running toward them when they reached the opposite bank, hoping to scare them so they would drop their wands into the river.

King Oberon is a very meek husband when he has no power, but during his hour the Queen has a great deal to contend with, and one day she decided something must be done to make him behave when the hour between day and night came around.

King Oberon had always had a very easy time living in the fairy palace. He was waited upon and never had to do any work at all. But one day the Queen ordered him to scrub the palace inside and out.

Of course he made a great fuss and said he was a King and it was degrading for him to work, but the Queen only answered that he must work or she would use her power to make him something else than a Fairy King.

This so scared Oberon that he took off his crown and kingly robes and called for a pail and brush and went to work.

All day he scrubbed and into the night, for the Queen would not let him rest. "You will have time to rest," she told him, "when your hour comes to rule."

At last his hour arrived, but he was so tired he could only drop his scrubbing brush and fall asleep upon the ground, for he was still scrubbing the outside of the palace when his power began.

King Oberon slept all through the hour he might rule, and the minute it ended the Queen awoke him and set him to work again.

He was only allowed to stop for his cup of dewdrop tea and lunch which the fairies brought to him, and then the Queen ordered him to work again.

All day, day in and out, he worked, sleeping only when his hour to reign came around. At last he begged the Queen to be merciful and let him go back to his old way of living.

"I will see how you behave," said the Queen. "If once you dare to use your power to bother my fairies or to bother me, back to your scrubbing you go."

Meekly King Oberon put on his robes and placed his crown on his head and mounted his throne and there he sits day by day—a King in name only. And when the hour between day and night arrives King Oberon is in bed sound asleep, for he knows that once he displeases his Queen again he will work for the rest of his days. And what is the use of being a King, he thinks, if you can't sit on a throne? Even if he has no power it is better than scrubbing.

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DOPE INJURIOUS TO CAR BATTERY

Normal Way Is to Pass Current of Electricity Through It and Avoid Injury.

(By ERWIN GREER, President Greer College of Automotive Engineering, Chicago.)

In the old days, gasoline economizers were quite in style with the get-rich-quick fiends. They were much more common than they are now. One could buy them in powder, paper, tablet or liquid form and probably administer them in homeopathic or allopathic doses—for the effect was just the same.

As long as the car owner was very careful to have the carbon removed from the engine cylinders, the valves ground and the carburetor adjusted and then apply the so-called economizer to the fuel tank, he was certain to get greater mileage per gallon of gasoline. And no wonder!

Sold as Mysterious Compounds.

The same thing applies to the present-day storage battery "rejuvenators," "recharging solutions" and what not that are being sold as mysterious compounds and wonderful discoveries which recharge your storage battery in twenty minutes. Any battery service station can do the same thing by doping a battery with strong acid, but they know the harmful effects of such treatment.

The surprising thing is the willingness of many people to pay fabulous prices, three to five dollars being asked for a single application of these "dopes" when most storage battery service stations would do the same thing for 25 cents.

Normal Mode of Operation.

There is nothing mysterious about pouring strong acid solution into a discharged battery and having it operate in twenty or thirty minutes afterward. Any service station can do that, but the normal way to recharge a battery is to pass a current of electricity through it and avoid injuring it or shortening its life. The quick way is to pay three to five dollars for about 25 cents' worth of strong acid—and suffer the consequences.

NOISY VIBRATIONS OF LEVER

Source of Nerve-Racking Annoyance in Many Cars Has Been Prevented in Some Models.

Noisy vibration of the gear shift lever, a source of nerve-racking annoyance in many cars, has been entirely prevented in some models through the medium of a noiseless control set. The control lever of this new type of control is held snugly in place by a high-tension coil spring, which is fitted to the base of the gear control ball. This spring prevents the gear-shift lever from vibrating regardless of the condition of the roads.

TEST LUBRICATING GREASES

Consistency Can Be Found by Use of Pointed Rod of Certain Weight Dropped In.

Lubricating greases, the same as oils, are classified according to consistency or body. About the only way of testing for consistency is by the use of a pointed rod of a certain weight, which is dropped point downward into a certain quantity of grease. The hardness is judged by the distance the rod penetrates into the lubricant when it is of a certain temperature, usually about 68 degrees.

Street Safety Rules

Do not trail street cars too closely.

Make sure a street car is not coming when starting out from the curb.

Avoid speeding to get ahead of street car when other cars are parked at the curb.

To get ahead of a street car, make sure it is well to the rear before cutting in front.

When to Blow Your Horn

When backing the car.

Just before reaching the top of a hill.

Before taking dangerous curves in the road.

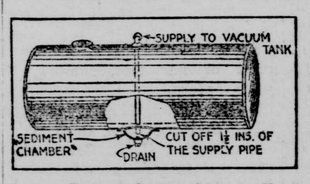
Before crossing a road and before coming to a crossroad.

When desiring to pass another car going in the same direction.

WAY TO PREVENT GAS LINE FROM FREEZING

Due to Fact That Water Gets Into Garage Supply.

Every winter gas lines freeze because of water in the tank. This is mainly due to the fact that water gets into the garage gasoline supply from the street level because the driver of the supply wagon does not sponge out the filling chamber before unscrewing the cap, thus allowing rain and melted snow to run into the



Lower End of Supply Pipe in Tank Is Cut Off.

storage reservoir, from which it is pumped into the tanks of automobiles along with the gasoline.

I found that by cutting off about one and one-half inches from the lower end of the supply pipe, a reservoir of more than a gallon is formed at the bottom of the tank.

There is another advantage in this arrangement: If you happen to run out of gasoline, you can unscrew the tank plug and fill some of the reserve into the vacuum tank.—Ernest T. Oldfelt, in Popular Science Monthly.

FAILURE OF PRESSURE FEED

Leather or Rubber Gasket in Filler Cup Often Becomes Spongy or Gets Caked.

It sometimes happens on cars where fuel is fed by pressure supplied by the exhaust gases it becomes increasingly difficult to maintain the pressure at the requisite figure. As a rule, pressure does not drop quickly, but seems gradually to ooze away. The first thing to do in a case of this kind is to examine the filler cap of the tank. A leather or rubber gasket is used at this point, and often the rubber becomes spongy or the leather gets hard and caked, or a small bit of foreign matter may have lodged between the cap and its seat. On the other hand, it sometimes occurs that the pressure in the system is built up to a point where the small valve operated by the carburetor float will be unable to restrain the fuel, and flooding of the instrument will result. As a rule, a pressure of one and a half pounds is ample to insure an uninterrupted supply of fuel in the carburetor.

AUTOMOBILE GOSSIP

Jolts and jars are less evident in the front seat than in the rear seat, because the latter part of the car is about midway to the chassis length, and therefore centered between the springs.

* * *

There are still a great many engines without detachable cylinder heads, and these use valve plugs. These plugs often leak. This leakage may be stopped by spreading ordinary paste stove blacking over the threads.

* * *

Spark plugs should never be forced into position by severe wrench action. They should set firmly against a copper asbestos gasket with but little more force than can be applied with the fingers.

REDUCTION of TAXATION

IS NOT A MATTER OF PARTISAN POLITICS

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JOHN T. PRATT
Chairman
National Budget Committee

SOMEWHERE along the line in the current discussion of tax reduction there has been interjected the solemn asseveration that Secretary Mellon's proposal is a Republican policy and as such ought to be opposed by the Democratic Party. It was apparently inevitable that an attempt would be made to bring this consideration before the people, and that not a few Senators and Representatives who had been paralyzed by the straightforwardness and persuasiveness of the letter to Mr. Green would regain their tongues at the mention of party policy, and this despite the fact that of all the things in the world that are ill-defined, obscure and debatable, the respective policies of the two great political parties in this country are the most poorly defined, the most obscure and the most debatable.

If tax reduction could be denominated as a Republican policy, then it would follow that tax reduction was not a Democratic policy. Tax reduction not being a Democratic policy we should naturally expect that any favorable mention of it would be rigorously excluded from Democratic platforms and that Democrats standing for election would boldly proclaim their opposition to it in asking for the suffrage of their constituents. An examination of party platforms during recent years and our best recollection as to the addresses of Democratic candidates for office discloses no such opposition to tax reduction. If opposition to tax reduction is a Democratic policy, Democrats have been supremely successful in keeping that fact to themselves.

The truth is, of course, that tax reduction has nothing whatever to do with partisan politics. Scientific tax reduction, such as that which is now proposed, is based upon the fact that prospective revenues exceed proposed expenditures. The essential factor is that not more should be taken from the people in taxes than is required for the efficient conduct of the Government. If the tax reduction program goes through during the present session of Congress, it will not be because the Republicans put it through. At the present moment its opponents number as many Republicans as they do Democrats. President Coolidge may urge the Mellon plan upon Congress, but his appeal must be to Congress as a whole and not to his Republican adherents. Those who support it will go into the next campaign on their personal record as conservers of the public welfare, as the supporters of a measure that has no more to do with the respective policies of the Republican and Democratic parties than has voting the salaries of ambassadors. Tax reduction is not a party matter and he who tries to make anyone believe it is, shows himself neither a good partisan nor a worthy public representative.

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