CHARACTERISTICS OF JACOBEAN FURNITURE.

The early Jacobean furniture, as well as all other furniture, reflects the people and customs of the times. This furniture was heavy and coarse, with square, crude feet and clumsiness of line. It was generally severe in line and matched the abrupt manners and coarseness of the people. The furniture of the Cromwellian era was much the same as the early Jacobean, except that Dutch influence was growing and the "bun" or ball foot became common. The Carolean influence developed sofas and seats, upholstered with gay fabrics. Footstools and chairs with carved tops and turned legs also became popular during this era.

The articles of furniture in common use during the Jacobean period were stools, chairs, settees, love-seats, tables, chests and cupboards. In the early Jacobean periods, chairs were scarce, stools being in more general use. Stools were commonly used at the ends of long refectory tables, while at the sides were backless benches or long stools. Tables, stools and benches were made with turned and sometimes carved legs, with stout stretchers or rails at the bottom to rest the feet on. It was the custom to hang the heels on the stretchers to escape the drafts or dirt on the floor. The underframing was occasionally carved and the legs were given a slight outward spread.

As it became less the custom to hang the feet on stretchers, we find footstools and chairs becoming popular. Chair seats were almost square, with high ,straight backs and heavy stretchers between the legs of the chairs. The legs of the chair were usually knobbed and the uprights of the backs often ended in carved finials. Crosspieces between the uprights were usually carved and hooped, though some had vertical bars with slight carving between the uprights.

After 1665, spiral-turned legs came into favor. This was probably due to the fact that the wife of Charles II was a Portuguese and brought with her to England pieces of furniture which started the Spanish influence in the later-Jacobean period. Up to this time all furniture was made of oak, but now walnut was introduced.

Cupboards were favorite pieces of furniture during the Cromwellian era and invariably showed the Dutch influence by having "bun" or ball feet. Chests with combination of drawers or small cupboards set on side-tables were sometimes fitted with shelves, drawers and doors, but occasionally had spiral legs with stretchers close to the floor.

Tables came to be permanent pieces of furniture during the Jacobean period. Previous to this periad, tables were movable boards set upon trestles. The early Jacobean tables were of great length, but narrow in comparison to the length, and were given the name of "refectory" tables. Bulbous legs were characteristic of the early Jacobean, but during the Cromwellian and Caroleon era small tables became popular for games and tea-drinking.

Pioneer Generosity

When much of the West was still a range country, it was common practice in a trade to throw in something "to boot." The generous natural resources of the Mid-Western Empire seemed to influence the pioneer in all his trading transactions. In keeping with this sentiment, The National Bank of Cockeysville aim always to render better service than is expected---better than might be necessary---better than had been customary. We believe in giving an extra measure of service.

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STAR TRIP OF THE STARS' DAUGHTER.

Next summer an airship as large as an ocean liner and "as perfect mechanically as a limousine, will drive into the teeth of Arctic storms on a journey which is expected to accomplish in days what it took Peary months to do, and do for science and geography and future air navigation what the Admiral was not equipped to do at all. But American writers are not waiting until next summer to discuss the feasibility of the Navy's plan to explore the million square miles of unknown area that lies between Alaska and the Pole with the aid of the Shenandoah, or "Daughter of the Stars." The announcement of the Navy's tentative plans strikes a responsive chord throughout the nation.

Those who have refused to credit President Coolidge with an imagination must gasp at his approval of the Navy's plan with a Jules Verne at the helm of the Navy Department in the person of Secretary Denby. By granting permission to organize this expedition, President Coolidge has written the first word of a new chapter on Arctic exploration. Said Mr. Coolidge in his letter authorizing the Navy flight:

"I desire to confirm by this letter the verbal authorization which I have already given you to proceed with the organization of a naval Arctic expedition which will start in the coming year. . . . I believe that the expedition which you have in view will be of great practical value and will be carried through with that thoroughness and efficiency which mark every project which the Navy undertakes."

The date and detailed plans have not been determined.

An attempt will be made to discover whether or not the theory now held by scientists that a large continent exists in this region is correct. Other valuable scientific data of practical value will be sought, and an investigation will be made of the feasibility of transpolar routes for aircraft flying East and West between Northern Europe and the Pacific.

Viljalmur Stefansson, who has spent more than a dozen years on the fringe of that spot marked "Unexplored Area" on maps of the polar regions, believes the proposed flight of the Shenandoah is entirely feasible, and that it will lead to the establishment of regular transpolar mail and commerce routes between London and Tokyo—a route thousands of miles shorter than the steamship-railway route of the present. "By demonstrating the feasibility of polar flights, and showing how the difficulties and dangers that airmen must meet can best be overcome, the Navy's expedition can do a great service, and we may as readily think of great airliners, packed with summer tourists and hurried business men, humming over the top of the earth, as of dirigibles leaving weekly on the London-Bombay-Melbourne route.

Weather conditions in the Arctic in summer, we are told, approximate the ideal. The temperature, for instance, is not nearly so low as aviators encounter in altitude tests. The Navy party, equipped with radio, will be able to keep in touch with the outside world. Besides, we are informed by Lieut.-Com. Fitzhugh Green, one of the Shenandoah's scientific staff, that flying to the Pole may be far easier than we now expect. Hot air arises at the equator and flows Northward. Cooling over the polar pack, it falls and flows back South. Hence it is conceivable that by flying high on the way up and low down coming back, a favorable wind may be enjoyed all the way.

A WAGON THAT WALKS.

A vehicle that moves by steps, somewhat as an animal walks, has been invented in Germany. In fact, on perusing the annals of patent-offices many examples of schemes such as this could be found, though none of them has gone beyond an experimental stage. It was left to a Berlin inventor, R. Venzlaff, to perfect the first full-sized vehicle of the wheelless type, and as the writer has had the good fortune to inspect it in actual operation, his account does not tell what is planned for the future, but what has actually been achieved.

The new vehicle comprises two pairs of runners about ten feet long, which, like the four feet of a horse, are alternately raised and lowered, the runners of each pair, the outer as well as the inside one, being rigidly connected with one another. Supposing the underframe and body of the vehicle to rest on both pairs of runners ,the engine will at first lift the two outer runners, leaving the car to rest on the inside pair; and, after moving it forward, will put them down on the soil, in order, immediately afterwards, to commence the same operation with the inside runners.

The main difficulty met with in connection with any previous attempt to solve the problem was that the pair of runners temporarily lifted from the ground could not be lowered quickly enough, and placed in front of the under-fram, to enable the latter to move along uninterruptedly and without a hitch. This is for the first time realized in the new vehicle, where the pair of runners temporarily raised from the ground move forward past the under frame at a more rapid rate than that at which the latter will presently glide across the pair of runners happening to rest on the ground. Inasmuch as the runners actually constitute rails on which the rollers carrying the underframe are gliding, the consumption of energy is extremely low. Actual tests have shown a load of 6 to 8 tons to be conveyed by the vehicle driven by a low-power engine (25 horse power) at a relatively high speed, 5 to 6 miles per hour, irrespective of any obstacle, such as tree-trunks lying on the road. The vehicle, as it were, throws a bridge across ditches, which accordingly are traversed with greatest ease; it will readily negotiate even considerable gradients. Inasmuch as the weight of the engine is of no importance, crude-oil engines can largely be used for driving this type of vehicle, thus reducing considerably the working expenses. Entire trains can be formed of such vehicles, though only the front vehicle need be power-driven.

The vehicle is, without any exertion and without the aid of any complicated mechanism, steered from the driver's seat by means of a hand-wheel altering at will the angle between the two sets of runners. Any curve can thus be readily described, the vehicle being even turned on the spot, without any forward or backward motion. The step of the car is under way altered at will between the normal figure and zero, thus enabling heavy gradients to be readily negotiated.

A WOLF SCARE.

Down in the Ozark country where slow thinking is a tradition with the natives, Jed Pollock held the reputation of being the slowest-witted mortal in the world. One night a neighbor dropped into Jed's farm-house and informed him that he had just come upon a bear making a meal of one of Jed's cows. Jed seated himself on the kitchen doorstep and proceeded to think the matter over. At last he called to one of his lengthy sons:

"Bud," he said, "ye'd better go take a look at that thar cow an' ef she's hurt very bad ye'd better shoot her."

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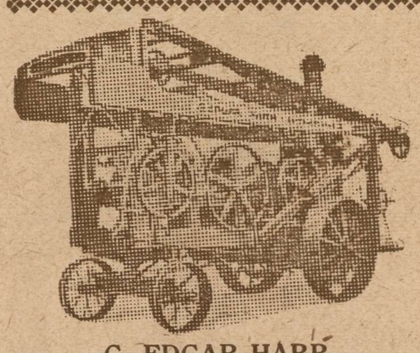

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