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WINTER DRIVING TIPS

To paraphrase an old maxim, "Now is the time for all good drivers to come to the aid of their fellow motorists." Every driver would do well to review his car-handling technique in view of the rigorous conditions which the snow-and-ice season imposes.

Ed Hedner, national director of service for Chevrolet, has compiled a list of winter driving tips which every motorists should review as the days grow shorter and road hazards increase. Prime among them--and a "first principle" on the winter highways--is "slow down." A wintertime investment in safety is the decrease of your normal driving speed by at least one-third. If you are accustomed to traveling 30 miles per hour between home and office, slow down to 20 or 25 miles, and reap your harvest in undented fenders.

Hand in hand with this advice is the admonition to keep a safe distance between your car and the one ahead, a self-evident rule with good drivers, but one that becomes doubly important when streets and highways are glazed with ice or covered with a deceptively light snowfall.

Another sound bit of advice which Hedner offers to the city motorist in particular, is a word of caution with reference to car tracks. When you get your wheels caught in car tracks or icy ruts, never attempt to get them out without decreasing your speed. Skids are often a result of "whipping" the car out of ruts at a speed that virtually invites skidding.

When approaching traffic lights in winter time, assume that the light will probably turn against you, not that you can "slide through" if your luck holds. Ease up to the intersection carefully, avoiding any sudden application of brakes, for here again a special winter driving technique comes into play. In braking your car on a slippery street, "pump" your brakes slowly and easily and you will find that traction can be retained. Do not release your clutch until you are practically stopped. Thus brakes and motor both can be made to help slow you down.

Most winter driving accidents, experience shows, occur in the center lanes of traffic. Obviously, you can boost your "safety potential" by avoiding center lanes in favor of the curb lane.

Proper use of skid chains may mean the difference between safety and danger. But they cannot take the place of proper caution. Remember that chains do not enable you to travel safely at increased speed. They sometimes act as skates on slippery streets. Apply brakes slowly when using chains, and keep in mind that the purpose of chains is to improve traction. They are not a substitute for safe driving.

Most drivers know the proper procedure to straigten out the car when it does go into a skid. By way of review: when the rear end skids, turn your front wheels in the direction in which the rear end is skidding. Don't "fight" the skid; ease out of it gradually.

This winter, shift your best tires to your back wheels, for, contrary to general belief, a blowout in a back tire is far more serious than one in front. And don't entrust your safety to smooth tires.

Caution in the handling of your own car and courtesy toward your fellow drivers sums up winter driving technique.

Telephone Scientists Learn Odd Facts About Sound

Bell Laboratories scientists, in the course of continued research into the intricacies of telephone communication, have uncovered many amazing facts about sound.

Bell technicians have learned, for instance, that 500 people talking continuously for an entire year would produce an amount of energy which, if transformed into heat, would be about enough to heat a cup of tea.

A somewhat similar analogy can be drawn from the telephone transmitter itself. In the transmitter are tiny capsules of hard coal. It would take 500 of these minute particles to weigh a pound. The capsules serve as the translator of sound waves into electrical waves in the telephone system and do not, of course, burn. But if only one of them did burn, telephone scientists know that the amount of heat resulting would be sufficient to produce speech for about 15 years.

New Year Begins More Than Once, Believe It or Not!

New Year's day isn't always New Year's day. The actual date varies among the Egyptians, Chinese, Jews, Romans and Mohammedans from September 6 to March 1.

January 1 was designated to be New Year's day when Julius Caesar established the Julian calendar in 46 B. C. However, the calendar year thus established was 11 minutes longer than the astronomical year.

To correct this discrepancy, Pope Gregory III suppressed 10 days in 1852 by ordering that October 5 be called October 15. England and its colonies, however, did not adopt this new calendar until 1752. For almost three centuries, therefore, New Year's was celebrated twice every year—both times on January 1.

New Year's never fell on the same day two years in succession in old China. The new year began on the first moon after the sun entered the sign Aquarius. This date varied from January 21 to February 18. Jewish New Year's, when translated into dates of the Gregorian calendar, varies from September 6 to October 4.

Mohammedans celebrated Muharram, or New Year's, on February 10 last year. But it wasn't the beginning of 1940 for them; it was the first day of 1359. Because the Mohammedan calendar is arranged differently from ours, the new year does not always fall on the same date according to the calendar in use by the Christian nations.

Happy New Year! When will YOU celebrate?

HERE'S YOUR NEW DANCE FOR 1941

Explaining in words, with pictures in full color, that you don't have to be a native to swing to the rythm of Hawaii because dance masters have made the dance easy. See this feature in the January 5th issue of

THE AMERICAN WEEKLY
the big magazine distributed with
the BALTIMORE SUNDAY AMERICAN

GOVERNOR'S SAFETY COMMITTEE URGES TRAINING COURSE

Believes Instruction of High School Youth Vital For Future Safe Drivers

December 9, 1940, Annapolis, Maryland:—The Maryland Traffic Safety Committee at their meeting, endorsed a plan of Driver Training for High School Students. This plan was submitted to the Executive Committee according to Isaac S. George, General Chairman, "after an exhaustive study by a sub-committee." The vote for the adoption of the plan was unanimous.

Other than the members of the Committee, there were present Mr. Thomas C. Pullen and Miss Helen C. Wootton representing the State Department of Education.

Mr. George said, "This plan will now be submitted to Governor O'Conor and all school authorities, and it is the hope that the course of instruction will be speedily dopted."

In presenting the plan, Mr. George said, "In considering this subject, from a wealth of material, we find three basic considerations: 1. There are two million youths reaching age 16 each year of whom one million will become drivers. 2. By far the greatest accident rate is in the age group 16 to 23. 3. It has been demonstrated that proper instruction will reduce much of this hazard.

With the above basic considerations in mind, we can proceed to discuss the matter at lenth. This Committee frankly believes that in the face of an increase in accidents notwithstanding better cars; better roads; better policing; and better publicity, one of the best answers to traffic safety is better driving, and that the best start is with youths, who as a class are responsible for the greatest per cent of accidents. While the Committee recognizes that human frailties make accidents inevitable and that if homes are never completely safe, the roads will never be, it nevertheless is confident that much can be accomplished.

This Committee, therefore, recommends very strongly to county and city school authorities that they immediately undertake to set up in their respective high schools a course of instructions in highway safety and driver training, and the committee pledges itself to make available full information as to the details necessary to carry out a comprehensive course.

It now seems well to consider the best practical means of developing such a program of instruction and here again we must face certain basic considerations.

1, It has been done successfully in many States.

2. Wherever it has been tried, responsibility for its promotion has been definitely fixed in some State Department.

3. It is generally recognized that actual instruction should be in the hands of school teachers or persons selected by the school authorities.

In connection with the second basic consideration "That responsibility be definitely fixed in some State Department," it is the belief of the Committee that full effectiveness cannot be accomplished until responsibility for the promotion of the work is accepted or directly placed in the hands of a responsible State agency, so that through its activity the school authorities can be made conscious of the importance of safe driving courses and aid in the development of them. That this can be successfully done has been shown in several States; notably Connecticut where the responsible authority is the Commissioner of Motor Vehicles. In Illinois where the responsibility authority is the Safety Section, Dept. of Highways and in Wisconsin where the responsible authority is the Commissioner of Motor Vehicles.

It is hardly necessary to argue that the responsible official for promotional activities should be the Commissioner of Motor Vehicles, this seems to be accepted everywhere, because of License Issuance.

In connection with the above proposal, the Committee realizes that additional responsibilites may require additional personnel and if this proves to be true the Committee recommends that provision be made for them. The Committee realizes further that much preliminary detail is required and from its file is prepared to furnish a comprehenisve outline of plans, steps to be taken, etc.

In connection with actual instruction it must be remembered that in carrying out such a course there are two considerations. The classroom and the instruction in driving. Classroom work should be under the supervision of a member of the regular faculty, either male or female Actual driving should be handled by a male teacher who should be trained in this particular work. It is the belief of the committee that as a permanent policy, male teachers should be encouraged to qualify for this work, that wherever possible such teachers should be part of the regular staff of the high school to which he is attached; but it realizes that in many sections, satisfactory and effective results can be had by having one teacher handle driver training in several high schools as has been done with other subjects.

It should be mentioned here that the University of Maryland will at any time open a course of instruction for teachers who may desire to qualify for this particular work.

It should be further understood that in most States the actual teaching is in the hands of the duly constituted school authorities and it is unlawful for anyone to teach who is not certified as a teacher. State Departments, however, cooperate, furnish lecturers, movies, etc., some of which activities have already been tried in Maryland.

It is probably not practical to start this movement in all our high schools at once but we should profit by the example of other States and aid in spreading the movement. With sufficient impetus and improved results, it is not too much to say that if necessary, legislation might be recommended.

To summarize committee recommends: 1. To all high schools immediate consideration of the establishment of Safe Driving Courses. 2. That responsibility for promotion be placed in the hands of the Commissioner of Motor Vehicles. 3. That the Maryland Traffic Safety Committee charge itself with responsibility for outlining the details of the course of instruction and the outlining of the plans of promotion.

HOWARD LINDSAY AND RUSSEL CROUSE TO PRESENT "ARSENIC AND OLD LACE" MARYLAND THEATRE

Howard Lindsay and Russel Crouse, who made Clarence Day's "Life With Father" into a play, have selected Baltimore for the premiere of "Arsenic and Old Lace", a new comedy by Joseph Kesselring. with Boris Karloff returning to the stage as the featured player. "Arsenic and Old Lace" will be seen at the Maryland Theatre, Baltimore, for nine days commencing Thursday, December 26th. and continuing through the week of December 30, the engagement closing Saturday, January 4th. There will be a matinee on the Saturday of the first week and the regular Wednesday and Saturday during the second week. This is the first time in a long while that a new play has been booked in Baltimore for more than six days. The Messrs. Lindsay and Crouse decided on the longer period because of the success they have had in this city with the three engagements of "Life With Father." They feel that if the play is a success, and they anticipate it will be, then Maryland playgoers will have time enough to see it before it proceeds to New York the following week. Considerable interest should center in the appearance of Boris Karloff in a comedy role.

"Arsenic and Old Lace" deals with two plump, elderly spinisters with a Borgia complex. They while away the hours dosing elderly gentlemen with elderberry wine liberally laced with arsenic.

Both reside with two nephews by a sedate Brooklyn cemetery. One nephew believes he is the neincarnation of a deceased president. The othr is a composer of poisonous prose. Lindsay and Crouse believe "Arsenic and Old Lace" to be both terrifying and daft, that for every marrow it chills, it will wreck a corresponding rib. The play is booked for nine days.

In addition to Boris Karloff the cast of "Arsenic and Old Lace" will include Allyn Joslyn, Josephine Hull, Jean Adair, John Alexander and Edgar Stehli.

"Arsenic and Old Lace" will be staged by Bretaigne Windust who perfromed the same service with "Life With Father".

A typical father is one who hopes his son will choose some job that isn't as hard and unprofitable as his own.

Every minute, U. S. women spend $30 for manicures in their beauty parlors.

COLLEGE SCHOLARSHIPS ESTABLISHED FOR VOCATIONAL AGRICULTURE STUDENTS

The college of agriculture of the University of Maryland is one of four state aagricultural colloges which have been provided with scholarships by the Southern State's Cooperative to go to the outstanding high school student in vocational agriculture in each state who is about to enter his state agricultural college, according to an announcement by W. G. Wysor, general manager of the organization. Other states which will receive the sccholarships are Virginia, Delaware and West Virginia.

Winners of the scholarship will be selected by the vocational agriculture authorities in each state on the basis of records of student performance during their high school career. Names of the winners will be reported each year to the cooperative's headquarters in Richmond prior to August 15.

"More than 100,00 farmers, thru the Southern States Cooperative, are trying to conduct in a better way the world's oldest business, farming," Mr. Wysor explained. "Naturally we are interested in doing what we can to encourage the future farmers of this section to develop into the best farmers possible, so with this thought in mind, we are offering the scholarships to outstanding students in vocational agriculture in our territory."

O'CONOR MEMBER OF GOVERNOR'S GROUP FOR PRESIDENT'S BIRHTHDAY

Formal notification of his appointment as a member of the Governor's Committee of the Committee for the Celebration of the President's Birthday, for the National Foundation for Infantile Paralysis, Inc., has been received by Governor Herbert R. O'Conor from Keith Morgan, National Chairman of the Committee.

According to Mr. Morgan, the cooperation assured for this year's affair from the various states makes certain an outstanding National celebration. "As I wrote in my previous letter", Mr. Morgan told the Governor, "the health of our boys and girls, and our young men and women, is one of the front lines of our national defense, and it seems that this statement has made many people realize the importance of our work, for more than ever before our drive to carry on the fight against infantile paralysis has become a rallying ground for people in all walks of life. We are fairly besieged with offers to help and cooperation from all over the country. We are very optimistic about the outcome of this year's campaign, and hope that your State will be in the vanguard of the leaders when the results come in."

The Governor was informed that a number of Nationel Committees to assist in the work have been set up, with such men as James A. Farley, former Chairman of the Democratic National Committee, Chairman of the Sports Events Committee; Grantland Rice, noted sports commentator, Chairman of the Sports Committee; and Eddie Cantor, comedian, Chairman of the March of Dimes of the Air Committee.

400,000TH 1941 CHEVROLET

Detroit, Dec. 20 -- Continuation of the high production rate which Chevrolet has maintained, ever since presentation of its 1941 models, resulted in manufacture of the 400,000th of these units, at the Flint assembly plant yesterday, it was announied here by M. E. Coyle, general manager of Chevrolet and vice-president of General Motors.

The latest 100,000 units of the new model year's production have been built since Nov. 27, Mr. Coyle pointed out, adding further to the already remarkable record established since the first 1941 Chevrolet left the assembly line Sept. 3. It took just 62 working days to produce the first 300,000 of these cars, and the average production rate, ever since they were brought out, has been substantially above 100,000 a month.

"There is no indication, currently, of any lessening in the demand on

For the heights we gained,

tion is based," said Mr. Coyle. "Dealers, in various parts of the country report car and truck sales prospects well in excess of the very good volume in our manufacturing and assembly plants throughout the United States."

The Dominion of Canada has about 9,000 retail stores selling candy. Despite the war, Canadians still buy $75 worth of sweets—every minute of every hour.