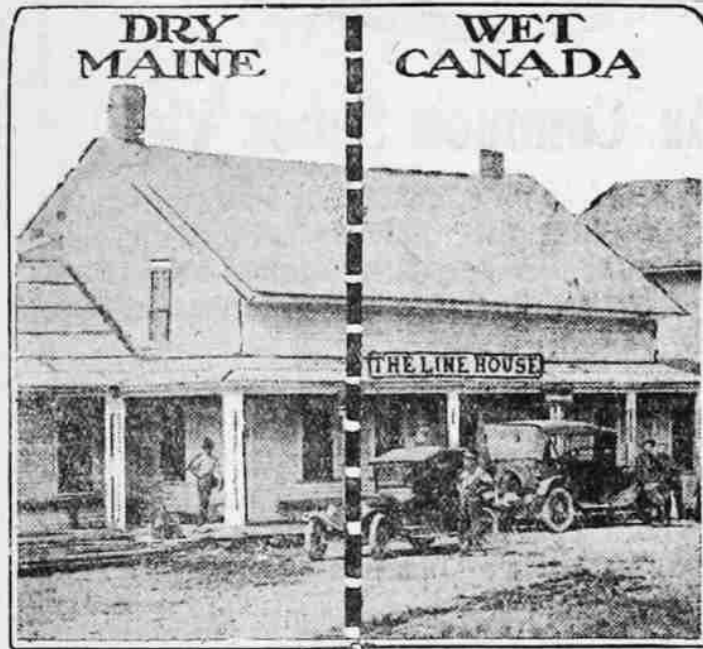


# Maine Prospers As Thirsty "Tourists" Flock to Wet Line



This is the "Line House" where thirsty "Tourists" gather nightly. They enter "dry", cross over to the "wet" side and come out the "dry" side tanked.

By LORRY A. JACOBS  
N. E. A. Staff Correspondent.  
JACKMAN, Me., July 24.—Booze is flowing through Maine like water through a fire-hose.

And, of course, it's Canada's fault because Canada grew so near to Maine.

Maine is celebrating its one hundredth birthday this year and the celebration seems likely to continue for a long time unless the hooch supply in Canada gives out.

Maine prospers. Tourists are thick as ants. They're eating the frowns grown on the farms and washing it down with Canadian hooch supplied by the natives. What could be more nearly perfect?

JACKMAN'S FIRST STOP ON DRY SIDE

I sat on the veranda of Jackman's good hotel, "The Moose River House." Jackman is on the main automobile road to Canada and the main line of the Canadian Pacific, being the first station this side of Hootchland. It was Saturday night, and the hotel was jammed to the guards. Down the street Jackman was enjoying itself at the weekly dance. All was quiet and lovely as the sun slowly sank behind the majestic pine trees of the Maine woods.

"This is a quiet place," said L. "Hm," said the hotel clerk. "It ain't begun yet." He will never say anything truer.

For, the sun down, a steady stream of automobiles began to appear. One after another the headlights flashed and on and on they came, one whirling after another. From them came no noise but the whirring of the motors.

## ZULU CHIEFS GREET RETIRING SOUTH AFRICAN

DURBAN, South Africa, July 21.—The chief of the Zulu nation, his ringed headmen and many minor chiefs, recently assembled in the court house at Maritzburg and delivered speeches of affection and esteem for Lord Sidney Charles Buxton, retiring governor-general of South Africa, and Lady Buxton, who accompanied him on the farewell visit. There was an enthusiastic demonstration.

The court house was packed with the courtly, dignified Zulus, some of them in frock coats and wearing medals received for bravery in the war, but others, also wearing medals won on European battlefields, were clad in only the primitive Zulu fashion.

Chief Manzobani, son of the late wayo, as a chief of the Royal Zulu blood voiced his thanks for "the beneficent British rule." Then Chief Misi spoke. He said:

"The Zulus gave assistance in the great war and if assistance is needed again they are prepared to die for their king and country."

The governor-general thanked the Zulus for their excellent behavior during the war, and for their active assistance. As he finished speaking the "haye" salute rang out, anthem-like, in a final farewell.

SING THE DOXOLOGY  
FELLERS—SALL GONE  
(By International News Service.)  
WASHINGTON—The Glycerhize Aromatic highball is doomed, the Levendulae Composita cocktail is banned.

John F. Kramer, federal prohibition commissioner, dealt a body blow to no less than twenty concoctions, easy of access at any drug store, and which were capable of inspiring the imbibers to such antiquated songs as "It's Always Fair Weather" and "Another Little Drink Won't Do Us Any Harm."

Kramer noted that drug stores were selling these tinctures, elixirs and compounds would have to take out the regulation permit to handle intoxicants, and that purchasers would have to be armed with physicians' prescriptions.

# SHIFTING IS MADE EASIER

### Some Auto Drivers Don't Know Reasons for Machines Having Shifts

Has it ever occurred to you that the reason there are three different speeds in the car is that they were built there for use in climbing hills? Many of us do not think so, and when we have to shift gears to get over a steep hill, we begin to curse. Gear shifting should be the simplest thing about driving, but many operators have an awful time with it.

The modern automobile is made to climb almost anything but trees. But I wish to demonstrate that to climb a steep hill on the high gear imposes the hardest kind of work, not only on the engine, but also on every other part of the car, says G. Bernthal manager of Hawley, King and Company. The low gear ratios are provided for hill climbing and they should be used for it.

**HILL CLIMBING**  
It may be well here to consider a little more carefully the amount of work performed by an automobile climbing a gradient on, say, a gear ratio of three to one. A ratio of three to one means that one revolution of the gear wheels is produced by three revolutions of the engine shaft. With the lower gear ratio, the intermediate and the low, the number of engine revolutions becomes still greater as compared with the number of road-wheel revolutions.

It is not difficult to compute the engine cylinder and the power consumed in hill climbing. The circumference of a 32-inch wheel is approximately 100 inches, and in covering one mile the wheel makes 630 revolutions. With the motor turning over three times as fast as the road wheels, it will require 1890 revolutions of the gear shaft to propel the car one mile. Thus, if such a car should proceed at the rate of thirty miles per hour, approximately 567 engine revolutions per minute are required. With two power strokes at every revolution there are 1134 revolutions per mile, and each explosion propels the car one foot and four and a half inches.

**ON LEVEL GROUND**  
This estimate assumes that the car be propelled over level ground. To mount a hill simply means that grade resistance is added to the various frictional and other stresses. An automobile weighing 2000 pounds climbing a hill 200 feet high (measured vertically) simply performs the task of overcoming the action of gravity or lifting, and the calculation of the power required to do this must involve factors from which the horsepower unit is derived. To lift 2000 pounds 200 feet high in one minute is the same thing as lifting 2000 multiplied by 200, which equals 400,000 one-foot high in one minute. Theoretically, then, the lifting of 2000 pounds 200 feet high requires 12.12 horsepower, and the losses through friction, air resistance, etc., consumes the remainder of the theoretical horsepower output.

From all of this it must become apparent that pushing up a steep hill on the high gear must subject any car to enormous stresses, which are likely to affect the life and service of the car to a considerable degree. Gear shifting is not a cumbersome task, and the mounting of gradients will not be attended by harm if the gears are put to the use for which they were intended by the automobile designer.

# CARBURETOR IS FUEL SOLUTION

### With Low Grade Gasoline on Sale, Motorists Should Pay Attention

An editorial in the July issue of the Automobile Trade Journal brings to mind some facts which our present gasoline shortage, with the advances in price, emphasize more fully, although these facts have been known to us for some little time.

It is a well known fact that the supply of gasoline is not keeping pace with the demand, and that we are drawing more and more heavily upon our reserve stocks. We should, therefore, adopt at once every possible measure to conserve the present supply and make it last as long as possible; to refine gasoline from the shale deposits of the west and from every other available source; to improve the processes of distilling alcohol to the point where it can be produced in tremendous quantities and at a price to compare with that of gasoline; and to develop engine and carburetor design with a view to running on "cracked" gasoline, alcohol or any other fuel which gives more than the usual supply at reasonable price.

**WORK ON PROBLEM.**  
Many manufacturers have been working along these lines, but the above program is too big for any one company to undertake. It requires the concerted action of the whole industry. Our suggestion is that a separate company be organized, a group of the larger manufacturers, with ample capital to carry on the necessary experimental work. Unless the automobile industry takes hold of the situation in some such way as this, the price of gasoline is likely to go higher and higher, and the cost of operating motor vehicles to increase proportionately.

**FUEL ECONOMY.**  
Fuel economy is going to be a more and more important feature of motor car design. Even today it is possible to double the mileage per gallon of fuel of many cars merely by a change of carburetors. But the carburetors which give the best results are seldom used as standard equipment on account of their cost. The insurance underwriters place their stamp of approval upon certain locking devices, which make it difficult for a thief to steal a car. Why should not an independent fuel development corporation or body give its approval to certain makes of carburetors which give the best results in the way of fuel economy?

Development of our gasoline and other fuel production would be the greatest field for such a corporation, however, and the field in which it could render the greatest service to the industry. Such work need not be in opposition to that of the oil companies; in fact, the best results would be obtained by working in harmony and close co-operation with them. The market for motor car fuel is stupendous, and there will be plenty of room for all the present producers, and others, too, for years to come.

Kernels of some varieties of apricots are edible.



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# LAW ONCE DROVE AUTO FROM ROAD

### Machines Were Legislated From England's Roads in 1830, Records Show

It would strain the imagination of the greenest car reporter ever filled full of fake murder stories by the old-timers on the police beat, it might even defeat that well known character Old Man Ready to Believe Anything, but it is nevertheless so. There was a time when the automobile was legislated off the highways as a nuisance, because it scared not only horses, but people as well.

Back in 1830 records show that the automobile was actually legislated off the highways, and it was alarming the inhabitants and the animals of the country by its noise and weird appearance. The automobile referred to in this legislation was probably more of a steam wagon than anything approaching the modern automobile, but the contrast between then and now is nevertheless very great," points out L. M. Field.

engine, but only one cylinder was completed when the poor inventor's money ran out.

"It took him seven years to work his idea out, and twenty-eight years later his 1825-1826 model was perfected and the first Selden truck was produced. This was in 1905. This, the first Selden truck, caused a great sensation and demonstrated its right to the title of "Daddy" of all gas-propelled road wagons. Compared to the Selden trucks of today, this machine is peculiar, indeed.

**MONTCLAIR TO BUILD MONUMENT ON MOUNTAIN**  
(By International News Service.)  
MONTCLAIR, N. J.—The Montclair Memorial committee, comprising delegates from all the organizations and churches of the community, have decided that the memorial to the sixty-five Montclairites who died in the war shall take the form of a great monument to be erected on the highest point of the mountain from which the town takes its name.

**MOROS GOING TO MECCA.**  
MANILA, P. I.—Scores of Mohammedan Moros are reported assembling at Zamboanga, island of Mindanao, to make the pilgrimage to the great Mosque at Mecca. Many have saved for years to make the trip, which according to Mohammedan faith, every believer should undertake at some time during his life. Government officials at Zamboanga say many who have made the pilgrimage in years past have returned broken in health and stripped of their belongings. Often they have been brought home at government expense.

# KING EDWARD'S TALK TO EMPEROR IS REVEALED

KEMPEN, Bavaria, July 21.—England's late king, Edward VII, once tried to persuade Emperor Franz Joseph, of Austria, to break away from Germany, says General Conrad von Hoettendorf, former commander-in-chief of the Austrian army. The general declared in a speech here the other day that the fidelity of Franz Joseph to the German-Austrian alliance was often questioned but, in spite of many temptations, he had remained faithful to the pact.

**VATICAN CHOIRS AGAIN TO MAKE TOUR OF AMERICA**  
NEW YORK.—Word has been received from James Slewin, the impresario, now in Rome, that by special permission of Pope Benedict XV, the famous vatican choir will be permitted again to tour the United States.

Last year the pope, for the first time in the history of the vatican, permitted the choir to leave Rome. They had a limited but triumphant tour of the United States, and Cardinal Gibbons and other eminent churchmen and students of higher sacred music

urged Mr. Slewin to retain the choir in the United States for additional concerts. This was impossible, as the choir were required in Rome for important functions, including the beatification of Saint Joan of Arc.

# TO ANNOUNCE GENERAL CENSUS IN SEPTEMBER

WASHINGTON.—The total population of the United States will be announced about September 1, according to a statement given out by Dr. Joseph A. Hill, chief statistician of the census bureau. He said that during the intervening period population figures for all the towns, cities, counties and states in the country will be made public. The agricultural census will not be completed until after the population census, while the census of manufactures will follow that of agriculture.

# SON CLEANING REVOLVER; BULLET STRIKES MOTHER

NEW YORK.—While Alphonse Cannella, 19, was being arraigned in Magistrate's court in Brooklyn on a charge of violation of the Sullivan law his mother, Mrs. Anna Cannella, died in the Holy Family hospital.