

**Auto Notes.**

"In these days of innovations and quick transitions," says a recent editorial in "The Automobile," one of the authorities of the industry, "it is questionable if the two-speed axle, now that it has been announced by the Cadillac Company, will not be taken up with avidity. The two-speed axle is more needed today than even before, first because cars are being made heavier and motors smaller, and second because fuel consumption is being given more consideration than ever before."

"There is need for greater fuel economy, as many cars are entirely too extravagant on fuel. The reduction in motor dimensions tends to reduce the fuel consumed, but the added weights place a handicap on it. The two-speed axle used in conjunction with a three or four-speed gearbox will give all the speed variations that present road conditions demand."

"The two-speed axle is most necessary in level, as well as in hilly countries, and it is particularly necessary where there is much driving in cities and also in the open country. Hosts of cars are driven 90 per cent of the time in the city; others 90 per cent of the time in the open; and both have the same gear ratio. With city driving at 15 miles per hour and country driving around 25 or 30 miles per hour, it is certain that in both cases the motor cannot be operating within its range of maximum efficiency. If its efficiency range suits the city field, then it does not suit the country situation so well, and vice versa. The two-speed axle meets these requirements and gives each owner direct drive. Not only will the motor have a longer life, but the wear and strain on all of the other parts of the car will be correspondingly reduced."

"For hilly countries there is ample necessity for two direct drives, as afforded by the two-speed axle. In many states there is entirely too much second-speed work on hills which is made necessary by the bad approaches and the frequent rough bridge where the ascent begins. Some drivers will rush the rough approach and the rough bridge at the expense of tires and the car in general, many prefer to practically slow down and make the hill on second or perhaps low."

"The value of the two-speed axle becomes more apparent also because of the more general use of high-speed, smaller-sized motors. With these motors it is essential to keep the speed well up on the hills as, if it drops, low gear will have to be brought into use, the two-speed axle will offer double opportunity in such work."

"In level country touring the two-speed axle will give relatively high touring speeds with a small motor without continuous high racing."

The automobile record, elapsed time considered, between Kansas City and St. Louis, has been officially fixed at 11 hours 8 minutes, this record having been made by two St. Louis mechanics, driving a 1909 Cadillac car, owned by one of them.

Exactly one week before that the first official record between St. Louis and Kansas City was made by another car, its elapsed time being 12 hours 55 minutes. Both runs were officially checked in and out of Kansas City and St. Louis and great care taken to verify records.

The Cadillac car is owned by Harry Wisler, who was accompanied by Erwin Stelzer as relief driver. They started from St. Louis Sunday morning, August 31st, at 3 o'clock. At Kansas City they were checked out by W. P. M. Stevens, representative of the

American Automobile Club, at 5 a. m. Tuesday, and away they went for St. Louis.

When they arrived at Fulton they found Sheriff Sheley there armed with a telegram from Columbia, the majesty of the law and a warrant for their arrest for speeding through Columbia. They were taken to court at once and fined \$28.40. Then they induced the Sheriff to give them a certificate showing the time lost and to officially start them again for St. Louis.

They arrived at the St. Louis line at 8 minutes after 6, making their elapsed time 13 hours 8 minutes. Under the general practice, the delay caused by their arrest of exactly two hours, being classed as "an act of Providence," although they did not so term it, is deducted, so that their elapsed time is 11 hours 8 minutes, which reduces the former record by 1 hour and 47 minutes.

**Do You Know This?**

**SHIPS ON MOUNTAINS.**

Boat Building on a mountain top sounds peculiar, to say the least, but such is being done in Switzerland, says the American Machinist. Sulzer Bros. have under construction at Winterthur a 200-foot passenger boat for Lake Geneva. It will be fitted with Diesel engines of 1,400-horsepower. Escher Wyss & Co. at Zurich, are building a 200-foot tugboat for the River Rhone in southern France.

In both cases the vessels after erection at the works must be disassembled and shipped in a knocked-down condition to the place of launching, there to be reassembled.

The turbine-building firm of Escher Wyss & Co., Zurich, Switzerland, has under way the largest Pelton water-wheel ever built. It is for Rio de Janeiro, in Brazil, and will develop 19,000-horsepower. The head is 280 m. (920 feet) and the speed 375 revolutions per minute. This firm has installed Pelton wheels in Italy to operate under a head of 1,000 m. (3,280 feet.)

**DETECTS ICEBERGS.**

There at present is no absolute method of detecting icebergs, except by the human eye, in the opinion of Captains C. E. Johnston and A. S. Gamble of the cutters Seneca and Miami, which patrolled the route of the trans-atlantic liners from April to May.

Captain Johnston refuted the prevalent theory that a sudden drop in temperature meant the proximity of icebergs. Little or no change in temperature was noticeable, he said. Nor can icebergs, as generally supposed, be detected with any certainty by an echo from a ship's whistle or bells, as, according to Captain Johnston, a perpendicular berg may give an echo from some directions, but a slanting face deflects the sound. About 90 per cent of the Seneca's efforts to get echoes were futile.

The presence of murrets (a kind of auk), the officer declares, indicated the presence of icebergs, but he advises mariners to pay no attention to other birds.

**OCEAN IS SALTY.**

The rivers of all the world pour their water into the sea sooner or later. They wash down vast quantities of solid matter and much matter in solution, of which the greater part is salt. This may be in such small amount that it is imperceptible in the river.

The waters of the seas are evaporated by the sun, but none of the salt is taken up into the clouds. So the water that returns to the earth in rain contains no salt; but by the time it reaches the sea again, after soaking through the soil and flowing down the rivers, it has another load. Consequently the oceans are receiving salt all the time and never giving up any of it.

**HIDES MEASURED.**

A machine for measuring the areas of hides for upholstery work is now in use. As the hide passes

between rollers, the fingers with which it comes in contact are raised slightly above their normal position. This action, combined with the movement of the rollers, gives the area of the hide, which is registered automatically on the dial placed at the top of the machine.

**PANAMA LOCKS.**

The sills and fenders of the lock gates at Panama are made from the greenheart tree, which grows in the forests of South America. This wood is more durable than iron or steel, being immune from white ants, the teredo, or any other pest. Nansen's ship, the Fram, was built of greenheart, and it has been used in locks in England for centuries. The trees grow in tropical jungles to be 1,000 years old.

**CANCER IS CONTAGIOUS.**

Authorities contend that cancer is not contagious, but Dr. Odier, head of the Cancer Institution at Geneva, Switzerland, says he has discovered in one of the principal streets of that city at least a dozen houses in which the disease has recurred, a fact he can only account for on the theory that it is contagious. He urges that every house in which there has been a cancer patient be disinfected.

**Help Others.**

We probably derive more happiness from work for others than from what we do for ourselves. To work for others consecrates even the humblest labor.—Lord Avebury.

**The Man Who Barked.**

Writing of the queer old fashioned squire who in the old days used to stay at Hatchett's or Long's when they visited London, Ralph Nevill, in "The Man of Pleasure," tells of one who made a great sensation in the coffee room when dining. He ate heartily and drank deeply. "Each time he emptied his glass he made a noise similar to that which a dog might if his feelings were excited. Asked whether he had any reason for this eccentric behavior, he curtly replied, 'My doctor orders me to take port wine and bark.'"

**He Was It!**

Two men were once traveling companions on a railway train entering Russia. One was an Englishman, the second was none other than Karl Baedeker. They had talked for four long hours over a wide range of topics when the Englishman asked the German if he happened to have a Baedeker that he could lend him in his satchel. It was too much for the warm hearted German. With a sudden and overwhelming enthusiasm of friendship he beat his breast with both hands, exclaiming: "Himmel! I am it!"—Los Angeles Herald.

**One of Toole's Jokes.**

One of the practical jokes of J. L. Toole, the famous English comedian, is described in the recollections of the daughter of James Haln Friswell. He and his brother actor, Lionel Brough, dressed in ragged clothes, as they appeared in "Dearer Than Life," were passing through one of the most aristocratic London squares on their way to a photographer's to be taken in costume.

Toole knocked at the door of a large house and asked the astonished footman whether his master was at home. "No; he's not," said the man, about to bang the door. "Tell him that his brothers, the porter and the pauper, called and we'll come back later in the afternoon."

**IN THE MATTER OF THE ESTATE OF PEARL CARR, Deceased.**

**NOTICE TO CREDITORS.**

The undersigned having been appointed Administrator of the Estate of Pearl Carr, deceased, late of Kahului, Maui. Notice is hereby given to all the creditors of the deceased to present their claims, duly authenticated and with proper vouchers, if any exist, to him at his place of business at Wailuku, Maui, Territory of Hawaii, within six months from the date of the first publication hereof, or within six months from the day they fall due, if not so presented they shall be forever barred, and payment thereof shall not be made.

Dated at Wailuku, Maui, Oct. 4, 1913.  
E. R. BEVINS,  
Administrator, Estate of Pearl Carr, Deceased.

**LODGE MAUI, No. 984, A. F. & A. M.**



Stated meetings will be held at Masonic Hall, Kahului, on the first Saturday night of each month at 7:30 P. M. Visiting brethren are cordially invited to attend.  
W. W. WESCOATT, R. W. M.  
H. K. DUNCAN,  
Secretary

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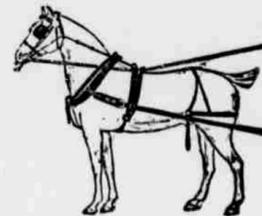
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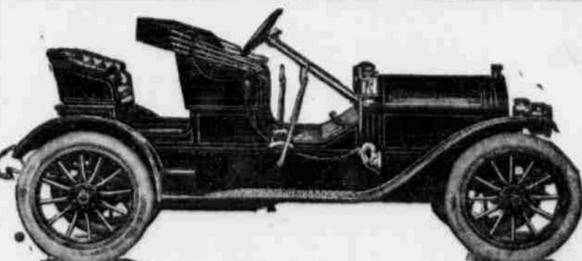
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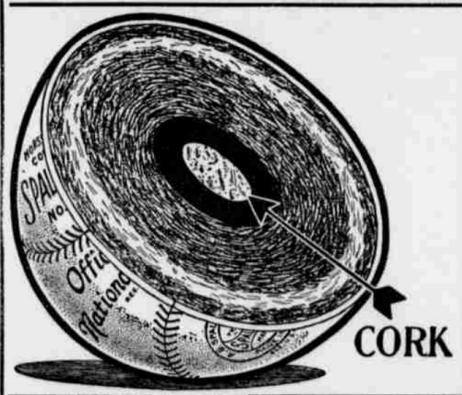
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