

Hitching an Automobile to a House-boat



This man was an ardent automobilist, but he was just as fond of his house-boat. One day he decided to combine the two, and since then he has found life absolutely satisfactory.

If you should hitch a crack automobile to the paddle-wheels of a house-boat, would the combination be a web-footed roadster or a pneumatic-tired river packet?

While opinions may differ on this question, there is only one sentiment regarding the scheme by those who have seen it tried out.

It is great!

The idea originated a year or two ago with a Chicago man who was both an ardent automobilist and a devotee of house-boating.

He Couldn't Ride in Both at Once, So He Combined Them

THE trouble was that when he went out in his car he had to leave his house-boat behind, and when traveling by water there was no way of taking the automobile along. That is, he thought there was no way until he happened to notice, one day, that the aft deck of the house-boat was a very spacious one.

The result was that, the next time he went on a trip by water, the automobile reposed snugly on the rear deck of the boat.

Thereafter, at every point where the boat was moored, the automobile was run ashore for a trip through the surrounding country; and after his little sight-seeing trip the owner would motor back to his comfortable boat to spend the night.

How to Make an Automobile Pay Its Way

BEING something of an inventor, the owner next conceived the idea of making the automobile earn its passage. His plan was to make the car run the house-boat.

This he accomplished by fitting spurred sprocket-wheels to the hubs of the car's rear wheels, and keying similar but larger ones to the paddle-wheels of the boat, and connecting them by means of link chain belts.

Then, when the automobile was jacked up so that its rear wheels were clear of the deck, and when the engine was started, the boat moved merrily along at a rate of six miles an hour, which is considerably faster than most house-boats go.

A Bungalow Afloat

TO provide it with a steering apparatus the craft was fitted out with two rudders; but in case of necessity the paddle-wheels can be adjusted to steer the boat.

This is accomplished by disconnecting the emergency brake from one driving

wheel and the foot-brake from the other. In this way one of the paddles can be revolved while the opposite one remains stationary. Thus, if the port paddle is revolved while the starboard is held still, the bow of the house-boat is shoved around to starboard, and vice versa.

This very modern house-boat measures seventy-five feet over all, it has a width of seventeen feet, and it weighs thirty-six tons.

It is really a luxurious floating bungalow of six rooms, with all the conveniences of a modern steam-heated apartment: hot and cold water, gas, ice-box, bath-room, laundry, sun-parlor, and roof-garden.

The Biggest Skull



IN the Army Medical Museum at Washington is a gigantic skull, said to be the largest in existence. It isn't a real skull, however, but simply a papier-mâché representation of one, greatly exaggerated for the purpose of anatomical study, being four feet high. As the human skull is about one seventh the size of the body, a man big enough to have a cranium of this size would have to be twenty-eight feet tall.

Boys who intend to become army doctors spend a good deal of time with this great model, learning the names of the various bones. Using it precludes the use of a large magnifying-glass on a real skull.

A New Way to Train Your Nerves

CLIFF-CLIMBING has become tame sport for the students of the Philadelphia College of Pharmacy. Sighing for a new method of testing the condition of the nerves, the physical instructor, W. Ward Beam, hit upon a decided novelty—crossing a river on a rope bridge.

The idea possessed one charm: the outfit was cheap and easily portable, for it consisted of two stout ropes and nothing more. One rope, according to the plan broached to the eager students and co-eds by the physical instructor, was to serve as a support for the foot, the other to balance the one who essayed to cross a river on this precarious foothold.

According to Mr. Beam, the object of the rope-walking is simply to harden the nerves of the students. We lack nerve, he says, chiefly because we never do anything to cultivate strength in that direction.

This novel form of gymnastics is now a part of the college curriculum, and the women students are as expert at it as the men.

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