

## ANGLO-AMERICAN AMITY WILL WITHSTAND ATTACKS

WASHINGTON, March 15.—The subject of Anglo-American relations, which is being discussed with increasing frequency and interest on both sides of the Atlantic, had had some interesting contributions recently in the way of addresses and incidents connected with these addresses, one in England and one in the United States. One of those addresses was by Sir Philip Gibbs, whose name, a household word, particularly since the war, in Britain, is widely known and honored in the States. The other was by John W. Davis of West Virginia, retiring United States ambassador to Great Britain. Both of the addresses were on Anglo-American amity and each of the speakers took occasion to pay a tribute to the country in which he happened temporarily to be.

Sir Philip spoke in New York City but, despite the fact, as was pointed out, he spoke fairly and in a hall which was managed by his friends. He was not permitted to proceed without the least interruptions from the galleries. So offensive were the interruptions, according to press reports, on the part of some of the friends of the Sinn Féiners who were present that Father Duffy, known for his service as a chaplain in the war, and also present, arose and demanded that the speaker be permitted to proceed, free from interruption and abuse. Asserting that he did not himself agree with Sir Philip, Father Duffy called attention to the fact that he had a right to do, and that if the friends of the Irish Republic cared to be heard they could hire a hall and hold their own meeting.

**Nations Bound by Solemn Treaty.**  
Ambassador Davis, speaking in the hall of the Pilgrims Society in London, took occasion to refer to a recent reminder of Lord Grey to both the United States and Great Britain that they have bound themselves to let the wisdom of impartial minds judge between them by solemn treaty, in case of disagreement, and to say that neither will forget the great injunction of common law to "use your own that you injure not the other." He then continued in part:

"Let us forget, if you choose, the currents of sentiment that flow broad and deep between us; let us ignore, if you will, the strong current of blood drawn from a common source and shed in a common cause; let us even admit that the chains of the moral law do not always bind ambition—and still, as reasoning animals, what good thing can our nation seek apart which they will not find in a larger measure if they pursue side by side? What legitimate aim has Great Britain which American cooperation will not promote? What lawful ends does America contemplate which British support will not help us to attain?"

**Woe To Him Who Causes Trouble.**  
"That we can hinder each other is clear, but that we can greatly aid each other by cheerier will. We have great opportunities to meet, great problems to solve, problems singularly alike in many respects, and great burdens to bear. Let us meet and solve and bear them together."

"The British Empire and the United States are rather large vessels. Neither can hope to maneuver without taking account of the other's whereabouts, and they may have to take, from time to time, a fair amount of the wash from each other's wake. But God pity the steersman of either who brings them into collision, if ever his crew and passengers get their hands on him."

## RUSSIANS OF ROYAL BLOOD ARE STARVING

By Associated Press.  
CONSTANTINOPLE, March 15.—Russians of noble blood and high rank are fighting the wolf from the doorstep in the uniforms of porters and messengers in Constantinople, center of the crumbled Empire's refugees. Some are small shopkeepers and many who knew court life in Petrograd are waiters and waitresses.

Wrangle's remnant of an army is disintegrating and many commanders are drifting into the city where they pocket their pride and tackle the hardest problem of their life—the mere getting of enough to eat.

Generals and admirals have sold their decorations at a little daily auction in the courtyard of the Mosque Agha-Jami in Stamboul where women of court circles dispose of furs, jewels and their last bit of finery.

Admiral Dickert, decorated with the Grand Cross of the Legion of Honor, was glad to get a place as hall porter in the French hospital. Prince Goubitsen, once rich and powerful in the gov-

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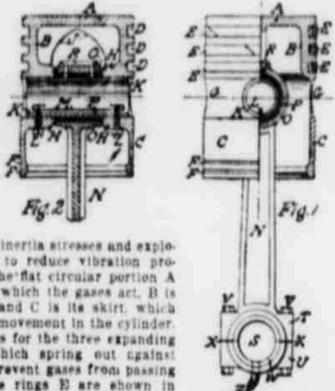
## Hints for the Motorist

By Albert L. Clough Editor Motor Service. Review of Reviews

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### The Piston and Connecting Rod

THE PISTON IS THE MOVING PART of a gasoline engine which is directly acted upon by the useful gas pressure produced in the cylinder by the combustion of the fuel charge and, in turn, acts upon the change to draw it into the cylinder from the carburetor, to compress it and to force it out through the exhaust. It therefore acts as an air pump piston during three strokes of the cycle and as a power piston during the remaining one. Its motion is a strictly back-and-forth or reciprocating one and is guided by the interior walls of the cylinder, in which it is fitted as tight as is consistent with proper lubrication. The connecting rod, as its name implies, is the rod which connects the piston with the crank of the crankshaft and changes the back and forth motion of the piston into rotary motion of the crankshaft and flywheel. Its motion is back and forth, combined with a swinging movement upon its piston end as a center, and it acts not only to transmit the useful power of the piston to the crankshaft but also to convey power from the crankshaft to the piston to perform the suction, compression and exhaust operations. In the accompanying diagrams, the piston and connecting rod are shown assembled as a unit, Figure 1 being a vertical elevation, viewed along the crankshaft line, with the piston shown in half section and Figure 2 being a vertical section of the piston and part of the connecting rod taken in a plane at right angles to the crankshaft axis. The piston is a machined casting of fine grained cast iron or of an aluminum alloy and is approximately a true cylinder. It must be as light as possible, consistent with sufficient strength to resist severe inertia stresses and explosion pressure, in order to reduce vibration produced by its motion. The flat circular portion A is the piston head upon which the gases act, B is the body of the piston and C is its skirt, which acts mainly to guide its movement in the cylinder. D (Figure 2) are grooves for the three expanding cast-iron piston-rings which spring out against the cylinder walls and prevent gases from passing the piston. These three rings E are shown in place in Figure 1. F are grooves turned in the piston skirt to hold and distribute oil. HH represent the two internally projecting piston-pin bosses into which the connecting-rod is fastened. The diameter of the piston is reduced very slightly from head A to skirt C, so as to make it a true cylinder when hot, for the head is the hottest portion and thus expands most. Its middle portion G is slightly reduced in diameter or "relieved," so that distortion of bosses H, due to the stresses they withstand, may not bind the piston in its bore. In order to strengthen the piston, internally projecting ribs are generally cast from the head to the skirt, as indicated by lines J and sometimes internal ribs are cast in the skirt C. Cooling is facilitated by these thin ribs. Bosses H are centrally bored at right angles to the piston axis for the reception of the ends of the tubular steel piston-pin (wrist-pin) K, which is secured against endwise motion and possible scoring of the cylinder walls by the pointed set screws LL, which pass through H and K and are prevented from loosening by the wire M, passed through holes in their ends. The connecting rod N is a drop forging of heat-treated carbon or alloy steel, formed in an I section to secure lightness combined with rigidity. Its upper or small end O is hub-shaped and is bored out to form its bearing on the piston-pin. This hole is fitted with a bronze bushing P pinned against turning in O. In the top of O, at R, is formed an oil-pocket with passages to the pin surface, by which splashed oil is collected and distributed to the bearing surface. The lower or large end of the connecting-rod is its point of attachment to and its bearing upon the pin of the crankshaft, the pin being accurately fitted in the bearing space S. This bearing is formed half in the end of the rod itself at T and half by the removable cap U, the two parts being secured together by two or four bolts V. W is the split bearing bushing itself, made of babbitt or other anti-friction metal, and held from turning by cast in pins. At X, between the bearing halves, are thin metal spacers or shims, by the removal of which the cap can be adjusted closer to the rod-end to tighten the bearing on the crank-pin, when bushing W has worn. A tubular scoop, Z acts to pick up oil from the splash pocket, beneath the rod, and force it into the bearing, the bushing W being provided with oil ways to assist in distributing the lubricant.



Questions of general interest to the motorist will be answered in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope. Address Albert L. Clough, care of our office.

ment of Ore, is selling saunas in a store in the Pera quarter.

General Miashevsky, formerly commander of the Czarina's Lancers, is a parcel carrier. A son of former Premier Sturmer is a bootblack.

Four Russian generals are making their living by catching and selling fish. Dozens of aviators and officers are waiters.

One Russian officer is chauffeur for the American militia attache here. Others are dock laborers and stablemen.

Many titled Russian women are selling flowers and newspapers. Princess Galitzin, Princess Shahofski and dozens of others are waitresses. Countess Vera Tolstoy is teaching English.

Their former greatness does not seem to count when there are thousands in the same plight and they are starting life over again, earning their own living.

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Herman A. Phillips, Dead.

WASHINGTON, March 15.—Herman A. Phillips, for ten years journal clerk of the house of representatives and parliamentarian at the three republican national conventions, died today at his home here, aged 53 years. He was postmaster at Hyde Park, Illinois. He served under Speaker Reed, Cannon and Gillett.

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## DAIRY CATTLE WILL BE RAISED IN LUBBOCK

LUBBOCK, Mar. 15.—The farmers of Lubbock county are taking considerable interest in the production of improved dairy stock, the endorsement of their herds, with a view to shipping cream and through the county agent of the county have begun to test out their herds, to get rid of the bidders and to improve the ration fed to the producers to increase the profit on the individual cow.

The Nisley Creamery Company has furnished complete testing equipment to the county agent's office to encourage this work and constant calls are being made upon the county agent for tests of milk and cream from the various herds in the county.

The low price received for cotton, followed by the exhaustive tests in feeding value of the native grain sorghums in this section has stimulated the interest in diversified farming in this section, and is resulting in a material addition to the number of pure-bred hogs and sows grown in this county.

Through the cooperative efforts of the Chamber of Commerce, the county agent and the Panhandle South Plains Fair Association, a Duro-Jersey and Poland-China Fertility Show will be held in connection with the South Plains Fair in September for this district, composed of the fifteen counties known as the South Plains. The Duro-Jersey breeders who are members of the Lubbock County Livestock Association registered enough herds Saturday afternoon in fifteen minutes after the proposition was explained to them to guarantee the show for this year.

**First Business of Special Session.**  
In the special session of Congress, which is expected to be called for around the second week in April it now seems certain, according to White

House views, that the tariff, army and navy appropriation bills, and the Cuban treaty will be the first subjects taken up for consideration. Taxation problems promise to rank in importance with the tariff and it is yet a question as to which will be tackled first.

## SMALL ROADS DO NOT WISH TO ENTER FIGHT

By Associated Press.

CHICAGO, March 15.—Five small railroads appeared through counsel before the railroad labor board today in protest against being made parties to any decision which may result from the present hearings on rules and working conditions.

Ben Cain, general counsel for the American short line railroad company, contended that national agreements promulgated for use on the trunk lines were impossible in application on the short lines.

Don Cain, general counsel for the American short line railroad company, contended that national agreements promulgated for use on the trunk lines were impossible in application on the short lines.

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