

OPEN AIR SCHOOL PLAN SPREADING

OUTDOOR CLASSES FOR NORMAL AS WELL AS TUBERCULAR CHILDREN MULTIPLY

German Educators Adopt Plan First to Solve Problems.

There seems to be a general agreement that open air schools for encephalic and tubercular children established in various cities during the last few years have met with success, and at present, a movement is on foot to extend the open air methods to the instruction of normal children.

What has proved beneficial in building up the health of the sickly pupil, it is argued, will be equally beneficial in keeping the normal child well and strong. With this plea in view school buildings have been reconstructed and teaching systems rearranged in Chicago, New York and in kindergartens throughout the middle west. The growth of the movement and its effect upon the health and educational development of the pupil are described by a writer in the Century. The open air school idea originated at Charlottenburg, Germany, eleven years ago.

Finding certain pupils backward in study and not physically robust, school authorities conceived the idea that there was a connection between the two conditions. The sickly children were isolated and housed in rude sheds, open on one, two and three sides. The motive was primarily to build up the health of the children and formal instruction was limited to short periods between times of physical recreation. The actual study period covered a stretch of only two hours and the rest of the day was given over to teaching the children to observe and use their powers of reasoning and adaptation through actual contact with the problems of life in the garden, field and woods.

These methods were taught by laymen and parents and we find out concrete results in increasing and bettering the pupils' health and vigor. In some cases, entirely cured of incipient disease. In addition they did not fall back in their studies, but were easily able to rejoin their classmates in the regular schools, although they had spent less than half as much time in school work.

One of the first experiments of the kind in the United States for normal children was undertaken six years ago by the Graham school, Chicago. This resulted in the reconstruction of a large and modern high school in Chicago, where, it is said, the free admission of air has raised the standard of scholarship 20 per cent, while expenses for light and fuel were reduced \$3,000.

In New York the open air schools have gained a firm foothold. There are now over a hundred of them scattered over Manhattan and Brooklyn, the most of which have been established in the last three years. One teacher writes: "For the last few years I have been troubled with tonsillitis. This year not at all. The effect of some of the children has been very marked. A few of my children were out a great deal last year on account of colds and coughs. Very rarely have the children had colds this year in the same class."

Much the same testimony comes from other teachers. There are fewer absentees, and the children are brighter and more responsive. It seems to be fairly well established, also, that the pupils in the open air schools advance more rapidly in study. Mr. Watts of the Graham school found that, in many cases classes were ready for promotion in half the usual time. Discipline was more easily maintained.

In many of the schools efforts are made to keep the children out of doors altogether, and classes are held in the parks and woods, and, in congested districts on roof tops. In most of the schools emphasis is placed on practical training in handcraft, gardening, etc., and provision is made for systematic physical exercise between recitations. Care, of course, must be exercised in transferring children from ordinary closed school rooms to exposed rooms or the open.—Indianapolis News.

OILCAN HAS BELLOWS

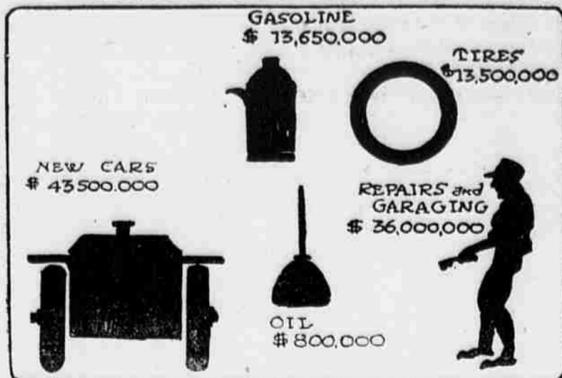
The usual oil can gives only a small spurt of oil when pressed, and to eject any considerable quantity, the pressure must be repeated many times.

In order to obviate this a new oil can has been made with a metal bellows within it, which is entirely free from the sides. As long as pressure is maintained on the bellows, oil is forced out of the spout in a steady stream, and in a quantity dependent on the force placed behind the operator's thumb.

When the pressure is released, a spring forces the bellows open again thus drawing back all the oil in the spout, preventing untidiness and waste. When the bellows is fully extended, a valve is closed over the opening into the spout, so that oil can not escape even if the can by some chance should be upset. The can is said to be winning considerable favor.—Illustrated World.

AUTOMOBILE SECTION

BUCKEYE STATE'S AUTOMOBILE BILL FOR YEAR IS OVER HUNDRED MILLION



Ohio's automobile bill last year was \$107,450,000.

This includes new cars purchased, at an average price, and the operation of the registered vehicles.

These figures have been compiled by statisticians for the Toledo Automobile Show Co., which is to hold its annual exposition in Toledo, February 7 to 12. This astounding total was reached by conservative reckoning and estimates.

More than 180,000 cars were registered in Ohio in 1915. This is an increase of 58,000 over the 1914 license of 58,000 over the 1914 license list. An average price—and conservative, too—for these new cars would be \$750 each. That would make the total amount for new cars \$43,500,000.

Seven thousand miles is an average year's driving. Considering the

total number of cars in the state—old and new—and each making 12 miles to the gallon, with fuel at 13 cents per gallon (it's higher now) the gasoline bill for the year's operation would be \$13,650,000. Oil would cost \$800,000. If each car wore out only one set of tires, and each set cost an average of \$75, Ohio spent \$13,500,000 for tires.

There are many other items, such as garaging, insurance and repairs. If \$200 was spent for such items on each car, the total for such would be \$36,000,000.

Such reckoning is conservative even when there is taken into consideration the condition that some of the cars were not operated the entire year. The total of \$107,450,000 would allow less than \$60 per month for each of 150,000 of the cars.

FORMER SHERIFF IN A MOTOR PARTNERSHIP TO SELL VELIE

Sereno B. Chambers and Levi B. Alford have formed a partnership, under the firm name of the Toledo Velie Co., and have opened sales and service rooms at 218 Huron Street for the Velie line of cars. Both are well-known in northwestern Ohio.

Mr. Chambers was at one time prominent in public life in Toledo. He served as sheriff of Lucas county for five years, from 1914 to 1909. It is not strange, however, that Mr. Chambers should enter the automobile business, for he traveled for eight years selling implements for the John Deere Plow Co., and was for seven years manager of the Toledo branch of the Geiser Manufacturing Co., implement and wagonmakers.

Mr. Alford came to Toledo last August from Leipsic, O., where he has been in the implement, buggy and automobile business since 1889. He is one of Ohio's pioneer auto dealers, stepping naturally into line as it replaced horse vehicles. He is well known throughout northwestern Ohio.

Mr. Chambers and Mr. Alford became warm friends many years ago, when Mr. Chambers was traveling for the implement house.

The Velie Co. is in reality a subsidiary company with the name, part of the John Deere Plow Co. The plow company was originally organized by John Deere and William Velie, Sr., brothers-in-law of Deere. The seven large plants in Moline, making various implements, wagons, motor trucks, automobiles, etc. Among them it the Velie Motor Vehicle Co., makers of Velie cars: William L. Veliam L. Velie, son of the original Velie, is now president of the John Deere Plow Co. and the Velie Motor Vehicle Co. The John Deere plants are the largest individual implement and vehicle plants in the world.

For nine years the concern has been making wonderful strides. The company has always built good cars. Up to two years ago the cheapest car built was \$2,100. In 1915 this car sold at \$1,595, and for 1916 the car, refined and improved, lists at \$1,065. The remarkable feature of the lower price is the retaining of the same units. The production has been possible simply by increased facilities and efficiency. The car has never been cheapened.

BIG INCREASE IN OHIO AUTOMOBILES TRACED TO PURCHASES BY FARMERS

Ohio last year bought thousands of automobiles more than the trade expected, and this extraordinary increase is attributed to purchases by farmers.

More than 180,000 cars were registered in Ohio in 1915. This was an increase of 48 per cent over 1914.

The increase of 1914 over the preceding year was 43 per cent.

The added five per cent increase in 1915 came largely from the rural districts. "The increase in the counties in which the biggest cities are located was not as great as that of the state as a whole and in Cleveland ran

about 40 per cent.

An increase for the state of so close to 50 per cent in the number of cars owned, is certainly phenomenal. It shows two things clearly. First, that the farmer has recognized the value of the motor car in rural life, and second, that the agriculturists of Ohio have been blessed with the prosperity to make these purchases.

"The automobile is a wonderful time saver and agent of economy in farming; and on the social side it brings the farmers closer together, and makes church and social interchanges more accessible."

SQUAW, DEAD AT 105, LEAVES FAMILY OF 706

PONCA CITY, Okla.—Mrs. Bear Bear, said to be the oldest Ponca Indian, died here aged 105 years. There are more than 700 persons in her immediate family.

ANN ARBOR, Mich.—America will be manufacturing dyes in abundance within six months, in the opinion of Prof. A. H. White, of the University of Michigan. Prof. White declares many foreign patents on dye making have expired and coal tar, the necessary raw material, exists in large quantities in the United States.

HARVARD TO TRAIN WAR DRS.

Harvard university is to have a course in military medicine in the graduate school of medicine and has secured Major Weston Percival Chamberlain, who is a graduate of the Harvard medical school, will go to Boston shortly to assume his professorship.

LANSING—Gov. Ferris has received \$21,250 from the federal government for the Michigan soldiers home at Grand Rapids. This is the amount of federal aid due the state for the quarter ending Dec. 31, 1915.

ESTIMATES CAR TAX RETURN

Secretary of the Treasury Says Levy of 25 Cents Per Horsepower Would Bring \$5,250,000

The secretary of the treasury, in answer to a resolution adopted by the senate regarding the estimated revenue should taxes be laid upon motor cars and tea, has sent to the senate a report showing a tax of 25 cents per horsepower on motor cars, the tax to be paid by the manufacturers, would bring \$5,250,000. Senator Gore was the author of the resolution and he will make use of it later when the question of raising further revenue for the government is before the senate.

Old Quips About Odor Made by Motor Cars.

Remember the old "gasoline odor" joke? It flourished and thrived during the early days of the industry and presented a very real obstacle to the pioneer manufacturers. Today the "gasoline odor" joke has gone the way of the "get out and get under" illustrations, erstwhile standby of humorous publications, and we've forgotten that there ever were such difficulties.

SERVICE FOR AUTO OWNERS IS A SELLING FORCE

Cornelius-Browning Auto Co., Toledo Chalmers Dealers, Make Extensive Improvements to Care for Increased Business

Cornelius-Browning Auto Company, Chalmers Distributors of Toledo, Ohio, announce that they contemplate having the finest sales-room and service station in Northwestern Ohio. "The new '30' is a wonderful seller and is attracting crowds of buyers to our sales-room" so says Mr. Cornelius, Mgr., and in order to have our prospective customers feel "at home" we expect to make our place a fitting tribute to Chalmers Quality Cars. Their place which consists of three rooms at 817-819 and 821 Jefferson Ave., will be beautifully finished with hard wood floors and between the cars they will have rugs, which are growing more in favor every day.

Dome lights hang from the ceiling and the walls are finished in snow white enamel. Mirrors under each car assist very materially towards showing their cars to advantage.

Numerous beautiful ferns are also in evidence and assist towards bringing out the effect.

Cornelius-Browning Auto Company believe in service and have rented another building fronting Michigan Avenue giving them an "L" shaped building from their salesroom and will have several practical mechanics to see that Chalmers owners are Chalmers boosters. "We want to treat each and every Chalmers owner in such a way as to warrant him in recommending Chalmers Cars to his neighbors and friends" says Mr. Cornelius and it will be our business to see that each and every customer is satisfied with his car. A nice little trainload of Chalmers 6-40's and 6-30's have gone forward to this live and energetic firm within the past thirty days and they expect to do a phenomenal business during the season of 1916.

They are having no trouble in placing sub-agencies throughout their territory on Chalmers Quality Cars and are going to "play ball," as vice-president Mr. Twyneau says and expect to play a winning game.

MANY ARE IN THE \$2,000 CLASS

Canvass Shows 119 American Manufacturers Are Turning Out Medium Priced Cars.

A canvass made last year revealed that there are 119 American automobile makers, who market 435 models at an average price of \$2,005. Electric car makers numbered nineteen, with fifty-seven models. Twenty-five concerns manufacture electric trucks, offering ninety-one models.

MOTORISTS DEFY THE RAIN.

Last summer, with its torrential rains many sections, has come to be looked upon as one of the worst seasons for touring that we have had in this country in years, yet there were more motor cars out on the road than ever in the history of the country. The American tourist was forced to stay at home because of the untoward conditions existing in Europe. Trips across the continent were many. Every nook and cranny of the land was explored.

UNUSUALLY COLD IN SWEDEN

The Post's Stockholm correspondent reports Arctic conditions throughout Sweden, with a record temperature of 23 below zero registered inland. Twenty steamers were frozen in at Gelfe during the last few days and ice breakers are powerless to release them. The Aland Islands have been isolated since the middle of December.

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