AMERICAN SOLDIER IN FRANCE FINDS BIG AUTO DIFFERENCES

Clincher Type of Rims Used Exclusively by French; Auto Roads "Over There" Greatly Superior to American Roads; French Use Steel Studded Tires While Americans Employ Chains on the Icy Roads.

EXAMINED through war spectacles, the tire and wheel problems of the American army abroad become many and diversified. Europe has customs and standards decidedly its own and it has blended everything in the way of automobile manufacture and road construction to suit those tastes and patterns—all quite different from American forms.

Therefore a comparison of conditions, of problems and of types affords interesting consumption at this time when American assistance has become so vital a factor in the world's war.

Opposites.

Fundamentally drastic differences attribute themselves to philosophical and psychological elements. Autocrats of Europe constitute a "class"—that is, the European, no matter whether he can afford it, simply must have a chauffeur. He drives his own car rarely.

The American is just the opposite. He invariably drives his own car and all manufacture of cars and tires has been along lines aimed to give him untroubled service, comfort, convenience and easy repairs in case of accident. Noteworthy, then, is the sharp contrast in rims. The European uses the clincher type to the total exclusion of the straight side; the American favors the latter type. If the American gets a puncture, he yanks off the tire, puts on another, pumps it up and is off again.

Not so with the European. He carries a spare wheel with tire inflated and affixed. If he gets a puncture, the chauffeur removes the damaged wheel, puts the spare wheel and goes on. This is fine for the motorist, but hard on the driver. When the chauffeur returns to the garage he must pass an hour or so prying off his clincher and making the necessary change. The European, however, maintains that the chauffeur exists for work and not to loll at the steering wheel.

This is simply one of the conditions the first Americans to cross found confronting them. Consequently they have gone ahead, independent of European methods and forms, bringing all their own wheel and tire equipment.

But the fact can never be overlooked that in the event of a severe reverse of military fortunes an occasion might arise when we might want to draw on European supplies. In consequence, the American army has been buying a good many clincher tires.

Roads Good "Over There."

Another item is the roads. European roads are par excellence. They are virtually solid blocks of concrete and a sustained speed on them is such as has never been known in this country. It was with surprise that Americans found all allied motor cars on steel studded tires. They stuck religiously to safety treads.

The French smilingly admit the superiority of the safety tread for American roads—and the steel studded for French roads. In northern France the winters are damp and wet. The roads become grease coated, and steel studded tires are not only desirable but absolutely essential.

Don't Like Chains.

The American is going to use chains. The French will not use chains only when it snows. Frankly they don't like chains. They say they cut the roads—and the British won't allow them at all. Besides the hard, unyielding surface of the roads, wears out chains much more rapidly than in this country.

Another astonishing thing to Americans is the wide usage of dual pneumatics. Such usage is possible in Europe because Europe is so far ahead of us in road construction. Here stones would wedge themselves between the tires and mutilate the side walls.

In Europe one never sees stones on a road. The European prefers dual pneumatics to the large single pneumatic because he has a decided aversion for many tire sizes. A five inch section in front and a seven inch section in back meets his requirements nicely.

The chief advantage of dual pneumatics to the Europeans is that if one blows out the automobile can still proceed without attention to the damaged tire. So much does he hate delay that many of the heavy touring cars are mounted on dual pneumatics.

The contention of the Goodrich company that truck tires of the present on type are more adaptable to rough going and also more economical, in that they conserve gasoline by relieving the truck of weight, has been completely borne out on the war front. American officers at first were loyal to the demountable type, but after this pattern had been in usage for some time they were eager to adopt the pressed-on type, universal in Europe. They found that many of the bolts rusted and as powerful a press was necessary to take them off as was required to put on the fixed type.

New 12-Cylinder Car Makes Good Record On Trial Trip In Arizona

Manager S. O. Estorff, returning from an Arizona trip, reports the auto business in that state exceptionally good at present. "Excellent crop prospects undoubtedly have much to do with the present activity in Arizona as well as increased work to win the war. Our agencies at both Phoenix and Douglas are selling an average of two 12 cylinder Haynes per week. At Nogales five of this model were sold during my trip. Carrying four passengers, we made a trip in one of the new cars from Douglas to Tucson, Tucson to Nogales, thence back to Douglas, averaging slightly over 14 miles to one gallon of gasoline, which is a very creditable record for a seven passenger car."

The West Texas company reports a shipment of Mitchells during the week and have on hands all models of Haynes.

WANTED, SUBSTITUTE FOR PLATINUM POINTS

Manager H. H. Hayes, of the Western Battery & Magneto company, believes that in these days of searching for substitutes for such articles and supplies as the war has made scarce, that there is an excellent field for some American to find something to take the place of platinum now used for the points in magnetos. There is a scarcity in this metal now. For the man who could produce a successful substitute there would be more than a fortune—a tremendous help to the American cause in the war.

DEMAND FOR BIG TRUCKS INCREASES

With increasing demands for the larger types of trucks in mining and ranching sections, salesmen of the Southern Motor company are busy answering inquiries concerning the Republic truck. Sales manager H. M. Gillespie has been called to New Mexico where he expects to dispose of some of the larger types, while Claude Smith is also in New Mexico on a similar mission. Jaques Phelps is making west Texas territory at the same time.

BANDITS OFFER TO BUY TRUCK

Driver Outwits Bandits and Saves Truck; Outlaws Probably Smugglers.

Drivers delivering new trucks under their own power usually have trouble enough in coaxing their charges to destination, especially in regions where roads exist more in name than in fact, and in long trips over country with which they are unacquainted, but it is doubtful if any other driver has ever experienced the thrills and dangers reported by Lawrence Broyles, a truck dealer of El Paso, in an attempted delivery from that city to Marfa, Tex.

Broyles recently left here in an Indiana truck, equipped with Goodyear solid tires, which he intended to drive to Marfa. After having covered 125 lonely miles he was suddenly set upon by a band of four masked bandits, who searched him thoroughly, but returned a roll of money to him when satisfied that he was unarmed. They compelled him to alter his course and head toward the Rio Grande, the object of the bandits evidently being to take over the truck at some convenient point.

Wanted to Buy.

From their conversation among themselves, Broyles was convinced that they wished to use his truck in smuggling ammunition across the river. They were lavishly supplied with money and offered $4000 for the truck, with a liberal sum for his services as its driver, temptingly shaking the money before his eyes, but Broyles, fearing foul play when once across the river, rejected their offers.

After driving about 40 miles he made the decision that if he was trying his last day he would end it in the good old United States and determined to ditch the truck at the first opportunity. This soon came, and seeing an arroyo, or depression, ahead, with a pit of sand at its bottom, he plunged the truck into it, the impact deeply imbedding it in the sand.

Badly Beaten.

The bandits, in a rage at being outwitted by the driver beat and kicked him so unmercifully that he begged them to shoot him and end his misery. "We have no bullet to waste on Gringos," was the taunting reply. They compelled him to walk a mile to a windmill and climb to the top of a large galvanized water tank about 70 feet high. When he reached the top, one of the bandits who had followed him up the ladder, pushed him headlong into the tank with the decisive remark, "That will settle you, I guess."

Then began a battle in ten feet of water to reach a feed pipe about five feet above the water. After several futile attempts to grasp the pipe, which his strength was fast ebbing away, the last hurtle of which he felt himself capable, resulted in victory. After dragging himself up to a horizontal section of the pipe he was able to peer out over the top, and satisfying himself that his assailants had retreated, climbed down over the brim, and headed for the north.

After several days of wandering, during which he several times fell unconscious with the blazing sun beating down on his bruised body, he came to a railroad. Fortunately a station was not far away and the first train was boarded for El Paso.

A few days later he left for the scene of his harrowing experience and found that the bandits had been unable to extricate the truck from its bed of sand. Broyles, however, with the several men whom he took with him, salvaged it and completed its delivery as originally planned.

The truck driven by Broyles was one sold by the Elliott-Garrett company of this city, by whom Broyles was employed. Although subjected to extraordinary rough treatment for a time the company suffered no loss as regards the condition of the truck which withstood the buffets in admirable manner.

FEW 'SECONDS' IN U. S. TIRES

Increased Efficiency at the Factory Turns Out Almost Perfect Tires.

The almost complete absence in the tire markets of United States tire "seconds" has brought from that company the explanation that long steps forward in the scientific construction of its tires have resulted in such a perfection of output that for a long period the number of slightly imperfect tires coming from the company's factories have averaged less than one in 1000.

What few "seconds" appear are snatched up eagerly, and as a consequence only perfect tires appear in the open market.

The scientific methods employed in the manufacture of tires have two purposes—to make sure that the materials are perfect in quality, and to make sure that every detail of workmanship is absolutely perfect. As a consequence, when a tire finally goes into a mould the various parts fit together with an exactness that guarantees a flawless, good looking product.

One out of every 12 employes in the factories is an inspector whose duty it is to find flaws, and whose pay increases as the number of imperfections discovered increases. On the more important operations, one out of each eight employes is an inspector.

Some of the things the fabric inspectors look for are thick and thin places caused by starting and stopping the loom; mixing filling, due to carelessness in winding bobbins; double picks, one yard run on top of another, heat-up marks, caused by crimp in warm threads which are likely to cut the filling threads; wrong ply, less single threads than standard construction, and oil spots. After the fabric is coated with rubber, new inspections take place. Especial pains are taken to make sure that these coated strips of fabric are neither too thick nor too thin, for the slightest variation from the standard means a imperfection in the completed tire. So careful is this work, that a deviation of a thousandth of an inch from the fixed specifications results in rejection.

Sees Great Difference In United States After Three Months In Europe

"The English and French think of nothing but war all day long and at night they dream of nothing but war," writes E. H. Skidmore, vice president of the American Type & Paper company, of Havana, Cuba, to his brother, John M. Skidmore, manager of the Universal Tire company, of this city. "In fact," continues the writer, "win the war as all the English and French can see, we are patriotic in the United States, but we haven't begun to realize on this side to what an extent the English and French are involved. Three months, however, makes a marked difference, and I can see marked advances since my return to New York, indicating that the self denial of Americans will soon be surpassed by no nations in the struggle."

Mr. Skidmore has just arrived in New York City from Europe, writing his brother of his safe arrival.

GREATER BURDEN FOR AUTOS.

F. M. Mitchell, of the Elliott-Garrett company, who made a two days trip up the valley in interest of the company's patrons, reports crop conditions good and the need for working men a further demand on the auto industry generally, to make up for decreased man power.

NO MORE HIDING BY U. S. PEOPLE

Everyone Responsible, Says Rev. Atkinson, Pleading for War Stamps.

"The time has passed when the people of this country can refuse to aid the government with their funds, and hide behind the old time worn phrase that 'this is not my war; I am not responsible for this war,'" Rev. Milo Atkinson told El Paso people at Cleveland Square Friday night. He was talking in the interest of the war saving stamp campaign. An exceptionally large crowd turned out to hear Mr. Atkinson speak and listen to the musical program rendered by the Fifth cavalry band under the leadership of Henry Fleck, assistant band leader. The program was very good, especially the number featured by hidden soloists.

Rev. Mr. Atkinson was introduced by W. C. Hepburn, president of Post 31, of the Travelers' Protective association, which was in charge of the war saving stamp campaign this week. The travelling men have brought in a great deal of money and their work was not half done, he said. The salesmen are making a thorough canvass of the city and it was expected many more thousands of dollars would be received still.

Mustn't Fall Down.

Mr. Hepburn said: "There are two things that must be done and done at once, if we are to make good in El Paso; we have never fallen down on any proposition and we must not fall down on this one. Those who have bought stamps must buy more, and those who have not bought must be induced to buy to the limit of their ability, and those who have pledged themselves to buy stamps must live up to those pledges."

Rev. Mr. Atkinson said: "Only those who are absolutely destitute, those who live off the charitable institutions of the city should be allowed to escape without giving.

Give as Much as Soldier.

"The president of this nation has decreed that all of the men of this country between certain ages shall join the fighting forces, shall give their all, and what greater responsibility rests upon the man who remains on us? What advantage will the man in uniform have over us? We must share his sacrifices, his privileges, his responsibilities and all of the blessings of peace.

"I cannot understand the argument that says these men should bear any more of the responsibilities than you and I should. I do not understand why you and I and all of us should not give as much as the man in uniform gives. Many of these men have left good positions, luxurious homes and dear friends and relatives, to go to France and face the battles, while why should we who stay behind fail to support him, to the utmost of our means.

Demand for Cold Steel.

"The kaiser does not care how eloquent we get. We can say we are the greatest people in the world, that we are the strongest, the bravest and the wealthiest, but cold steel, bullets and cannon fire and the whir of the airplane is what puts fear into the kaiser and these we must provide for the boys at the front.

"When this war is over and final victory has been won, I want to look the enlisted man of the army, navy and marine corps in the face. I want to take him by the hand and say, brother, I did the best I could in my small way, and I want to be so truthful that I can look him straight in the eyes and not hat an eye. What are you going to be able to do?"

Trigger Finger Case Of Carlsbad Man Is Going To Military

Earl A. Bowman, formerly of Carlsbad, N. M., and recently employed as a street car motorman in El Paso, will have to await the decision of the military as to whether or not he shot off his trigger finger in order to evade military service. A public hearing was conducted by city board number one, chairman L. A. Dale, all day Friday in Bowman's case, and the transcript of the testimony is now being prepared to be forwarded to the adjutant general of the state.

Bowman testified on his own behalf that he had enlisted in the New Mexico militia four times, having been with Gen. Pershing in Mexico. He declared he shot his finger accidently while trying to turn a chamber on the wagon.

RAILROADERS COME ACROSS FOR DEFENCE COUNCIL

"I've found in my solicitation of people to buy war savings stamps that they are beginning to realize what an important arm of the government the council of defence is," said Louis Hess, adjutant of the Home Defence league, the business men's regiment, speaking before the Alta Vista community council Friday evening in the Alta Vista auditorium. "Just mention to a hard boiled egg that his name might go before the national council of defence if he refuses to lend his money to the government, and generally he will come across without further argument.

"Probably the biggest mistake we have made in the Home Defence league has been in not obligating its members to perform the duties expected of them in drilling and uniforming. There is plenty of work to be done by the league and the council of defence and every citizen and his wife should assist in these home protecting enterprises."

Harry Swain presided at the meeting, in the absence of chairman Crawford Harvie, who was organizing El Paso's war industries board the same evening at the chamber of commerce.

Saying that "Bassett" was getting to be a household word in El Paso, even as "Hoover" is in the nation, chairman Swain presented district food administrator Charles N. Bassett, who explained that in his desire to speak in the neighborhood he had appeared the evening before, by mistake, to find the auditorium closed. He said in part:

"The food administration believes 80 percent of Americans are almost perfectly observing the food rules, the remaining 20 percent failing through ignorance, indifference or resentment.

"We had only 20,000,000 bushels of wheat for export the past year, but, through the patriotism of the people in responding to the wheatless program, 50,000,000 more bushels were made available for bread for the needy millions in the allied nations. We have found that facts properly presented to the people lead them to forget resentment at individual deprivation of certain articles of food at certain periods.

"Of the 1,000,000 pounds of white flour held in storage in El Paso during the anxious wheatless period, there was no extraordinary selling, when the restriction was removed. Wholesalers here are not now selling more than 50 percent of the wheat flour they did before the wheatless period. People are becoming educated to the regulations of the administration and obeying them cheerfully.

"The capture of 200 sugar factories in France by the Germans in the last big drive is the reason why sugar from the West Indies, usually sent to the United States, must go to the allies, but there will be sugar for home needs and preserving, I believe, with proper care. By affidavit housewives can secure 25 pounds each, under obligation to return that unused, and second allotments can likely be arranged, upon application to the local administrator. Dealers who report carefully by the 15th are in line for future supplies."

Judge A. M. Walthall, who had just returned from Austin, said he was glad to join in the council's activities.

Winchester Cooley, chairman of the county council of defence, told a humorous story on himself and family, the result of his application to a Cloudcroft grocer for sugar. While there, he said, he had to appeal to state food administrator Ralph C. Ely, at Albuquerque, who allowed the quantity needed, with congratulations on Mr. Cooley's large family. Mr. Bassett got a laugh, joined heartily by Mr. Cooley, when he said that the national administration had ruled that families of ten were in the same class for sugar with boarding houses.

SAYS MEXICAN PROBLEM URGES

Y. M. C. A. Speaker Wants Its Work Extended to Bring Harmony.

A series of brilliant short talks, a good menu, and plenty of "pep" characterized the bachelors' luncheon given at the central Y. M. C. A. building Friday evening. J. H. Nations, president of the Y. M. C. A., presided, and appointed E. G. Perry toastmaster, who acquitted himself creditably. Talks were limited to five minutes, and for the most part these limitations were observed, adding much to the enjoyment of the evening.

"Our Central Branch," by J. L. Graham, former membership secretary of the local central Y. M. C. A., was a discussion of the evolution of the Y. M. C. A. in El Paso, and what it has meant to successful men to be identified with the organization.

Must Meet Mexican Problem.

S. I. Equivel spoke eloquently for the Mexican Y. M. C. A. "The Mexican problem is one that must be met," he said. "Two million young Mexicans cannot reside in the midst of a foreign people without eventually becoming a liability, unless they are made an asset. When we realize that 85 percent of the Mexican laborers who are in this country are barred from knowledge of what is going on around them by ignorance of the language of the people about them, and inability to read the newspapers, we realize in a small way what the problem is.

Y. Can Meet Question.

"The question is one that can be met by the Y. M. C. A. largely. The Y. is well equipped for dealing with the situation. It has the machinery, and is able to get contact with the problems through a number of avenues, closed to many other methods of approach. Such work well carried out will bring a better understanding between the Mexican people and the people of the United States. You people who have met only th laboring classes of Mexico here, do not know the Mexican people any more than the people of Mexico who have met only the bosses, know America. Work among the Mexican population of El Paso and other portions of this country will repay a thousandfold. It will tend to avoid friction between the two republics, and will increase the loyalty of the Mexican population toward the United States.

Work, Before War Comes.

"But to do this we need men, qualified, and able to do the work. We need time for this work has got to be done before a war is precipitated between the two republics by short-sighted statesmen, and we need money."

H. P. Demand spoke of boys' work, and the way it has grown in importance during the past years.

Must Care for Boys.

"The time has come when Y. M. C. A. work among boys cannot be thought of in terms of buildings and equipment," said Mr. Demand, "but must be handled by districts. When we consider that out of 8800 boys in El Paso less than 800 are affiliated with Protestant Sunday schools, and less than 300 are reached by the Y. M. C. A., we understand more of what the boys' problem is. We must get out and go after these boys, send the right kind of men into their own districts after them, and reach them in this way."

Asks More Religious Zeal.

C. C. Manatra, membership secretary of the Y. M. C. A., spoke on the progress of his work, and the state in which he found it when he took over this department.

"There should be more religious zeal among the members of the Y. M. C. A. in El Paso," he said. "I was struck by the comparative lightness of business men membership. Another peculiarity is the smallness of the Y. M. C. A. membership in proportion to the population of the town. The proportion is less than one percent."

Advocates Central oBard.

How the more complete centralization of the Y. M. C. A. is planned by the directors was outlined by E. M. Bray. The plan proposed is for the establishment of a central board of directors to handle the affairs of both the English and Mexican branches. The Mexican branch will have its own board of directors, as will the English branch. Each of these organizations will each year make out their budgets, and estimates of money needed for the year and report it to the central board of directors, which will look after the financing of both organizations. This question will be taken up at the next quarterly meeting of the Y. M. C. A. directors.

Gives Financial Report.

Assets of $203,804.84 were reported by the reading of treasurer H. E. Christie's report by A. L. Hawley. This included the appraisement of the value of the city property of the Y. M. C. A., the summer camp near Cloudcroft and other items. Liabilities were given at $42,476.12, with a balance of assets over liabilities of $147,328.72.

F. C. Holloway, speaking on the army Y. M. C. A., mentioned the entire cooperation and harmony of the army organization, and the association itself. He emphasized the fact that the spiritual side of the "red triangle" was being looked after by the army Y. to the fullest degree, and was meeting with a cordial welcome among the soldiers.

Cowboys Throw Away Whisky.

Sam Clark spoke briefly of his experiences with a trainload of cowpunchers en route to Camp Cody at Deming. How the cowboys welcomed him and responded to his introduction of the triangle, even to the extent of throwing away their whisky, was told by Mr. Clark interestingly.

The speaking program concluded with a spirited discussion of "Spizzerinktum," by S. J. Brient, general secretary of the organization. "Spizzerinktum is the English equivalent of the French word morale," said Mr. Brient. "It means 'pep,' it's the element that makes any undertaking a success, that turns a forlorn hope into a triumph. It's the thing that makes the American soldier the formidable fighting man that he is."

The Lunchers.

Those present at the luncheon were A. L. Holm, S. L. Clark, Rev. C. K. Campbell, J. L. Graham, A. L. Hawley, S. Y. Equivel, H. P. Demand, J. H. Nations, E. G. Perry, Philip Baker, J. Harry Henderson, Jose U. Escobar, M. A. Tinoco, Manuel Cuiza, J. C. Delgadillo, William Robinson, H. T. Pomford, J. J. Ormsbee, F. J. Stephenson, H. L. Birney, P. E. Pattillo, A. G. Lizarraga, Jack R. Jones, A. H. Anderson, W. E. Brink, W. K. McCulloch, F. C. Holloway, L. L. Dierssen, M. L. Burleson, R. A. Whitlock, R. J. Tighe, LeRoy Henshaw, Dr. J. A. Rawlings.

FARMERS READY FOR TRACTORS

Kirkpatrick Makes Successful Trip Throughout Texas.

Returning from a three weeks' trip in interest of the Fordson tractor, J. W. Kirkpatrick, of the Tri-State Motor company, sole distributor for the southwest territory, makes a favorable report regarding Fordson prospects.

"I returned from a three weeks' trip last Saturday," said Mr. Kirkpatrick today. "Upon leaving El Paso I visited various points in central, eastern and southwestern Texas, finally completing arrangements for the delivery of all "Fordson" tractors which I was able to get for delivery in Texas, New Mexico and Arizona, to farmers at factory prices, for the purpose of increasing food production; returning home via Detroit and Dearborn, visiting the home office.

"Am now making arrangements for the handling of "Fordson" tractors and implements to be used with them on a usual commercial basis. The tractor will sell in El Paso for a little less than $800; the price being $785 f.o.b. factory.

"During this week H. E. Bassett, Silver City, N. M.; D. O. Snodgrass, of Park garage, Deming, N. M.; J. T. Hood, of Hood and Hudson, Douglas and Yuma, Ariz., and Ed Rudolph, Phoenix, Ariz., have been in to see me and made arrangements to handle the "Fordson" tractor and implements therefor in their respective towns and vicinity.

"I expect to get a large allotment of tractors at an early date to be sold throughout Arizona, New Mexico and Texas. After spending the past two months going over Arizona, New Mexico and Texas, I am satisfied that if they can be gotten there can and will be sold, within the next 12 months, more than 10,000 "Fordson" tractors.

"I have already received orders in large quantities from not only Texas, Arizona and New Mexico, but Oklahoma and Louisiana, without solicitation."

Southern Arizona Has Excellent Auto Roads

"We all know that the roads here in the southwest are more or less rough, yet I believe too much stress is sometimes laid on the bad stretches of road and not enough said about the good roads of which there are many," stated S. O. Bottorff, manager of the West Texas Motor company on his return from a trip through western New Mexico and Arizona. "I found many very satisfactory roads, among which is the one between Tucson and Nogales, some 84 miles, which is a boulevard all the way. By taking the best routes tourists will find traveling through this section very satisfactory, I am sure."

CADILLAC COAT IS SIGNIFICANT

Mark of Merit on Cars Brought From France by Founder of Detroit.

On buying a Cadillac auto, one of a shipment received by the Babbitt Bros. company this week, the purchaser asked manager Ben T. McKenzie for an explanation of the coat of arms borne by the Cadillac.

"It seems rather peculiar that many people buy Cadillacs and never once seek an explanation of the coat of arms on the machine. Yet this often happens. I feel sure it is not because the meaning of the insignia is so commonly known, for I have found only a few who know what it means.

"The Cadillac coat of arms is that of Antoine de la Mothe Cadillac, who founded in 1701 a colony where Detroit now stands. The escutcheon has come to stand for trustworthiness and dependability. Six cygnets or young swans on shield symbolize purity of descent. Crest above shield is Vicomte crown, indicating rank of nobility. Blue fields symbolize loyalty and truth.

"Burrulets or bars symbolize determined stand against temptation."

Mr. Motorist

Before you have your next casing retreaded or repaired, make us a call and get prices. Compare quality of the work we do for others, then decide where is the best place to go. We submit it to you.

Borderland Vulcanizing Works

J. W. AMBROSE, Prop.

113 N. Kansas. Phone 1669.

"I FEEL that I must write and tell you the great benefit I have experienced from using Dr. Caldwell's Syrup Pepsin. I had always suffered from indigestion but since taking Syrup Pepsin I am no longer troubled in that way, and I cannot praise it too highly as a laxative."

(From a letter to Dr. Caldwell written by Mrs. Geo. Schaefer, 1103 West Ave. Utica, N. Y.)

Dr. Caldwell's Syrup Pepsin

The Perfect Laxative

Sold by Druggists Everywhere

50 cts. (Two Sizes) $1.00

A combination of simple laxative herbs with pepsin, mild and gentle in its action, that relieves constipation quickly. A trial bottle can be obtained free of charge by writing to Dr. W. B. Caldwell, 458 Washington Street, Monticello, Illinois.

Bargains IN USED FORDS AND USED FORD PARTS

NEW SPRINGS FOR FORDS—New 7 leaf Springs. These are good bargains at $4.00

A FORD TOURING CAR that has run only one thousand and seventeen miles. This is a good buy for only $450.00

We have several Ford Trucks at prices from $250.00 to $350.00. Look these over if you need a truck.

We have an almost new Chandler body for sale very, very cheap. This body will fit a medium sized car.

Byars & Co. W. SAN ANTONIO AT LEON. PHONE 1379.

Gasoline Is Dangerous Only When Plenty Air Is Present

Flame of Match May Be Fatal When Glowing Coal on End of Cigar Is Harmless; Gasoline Vapor Should Not Be Confused With Deadly Carbon Monoxide.

By DAVID R. WINTON, in Motor Life.

SUPPOSE, first of all, that you are one of an audience attending a lecture on the subject of gasoline. Suppose, secondly, that the lecturer uncorks a can of gasoline, lights a match and holds it over the mouth of the can. If you have been unfortunate enough to draw a front seat there will no doubt be a tendency to start for the nearest exit without your hat. The knowledge, however, that the gentleman on the platform has no intention of committing suicide in public will probably be sufficient to restrain you and you can take an interest in what he is saying.

"You will notice," says the lecturer, "that there is a small flame burning at the mouth of the can. Now it has disappeared. I'll shake the can to stir up the gasoline and try it again. There you can see the flame again and this time I'll drop the match into the can. See—nothing happens. The flame at the mouth has vanished and the match has been extinguished by the liquid gasoline.

"To make more clear to you just what has occurred let me take this tall glass and pour into it about an inch of the same gasoline. Then I take this lighted wax taper and move it down into the glass slowly. At the mouth of the glass or just above it you'll notice that the vapor burns just as it did over the can. Lower down in the glass, however, I cannot set fire to the vapor and if I dip the flame into the liquid it is extinguished just as if it were dipped into water.

"Now suppose we try the same experiment with a spark plug. These two wires connect the plug with a coil and vibrator, giving a high tension spark. I dip the plug in the gasoline at the bottom of the glass and close the battery circuit. You can see the spark jumping across the points, even though the plug is immersed in the liquid. Now, I'll draw the plug out of the glass gradually and you watch and see what happens.

He raises the plug, but the stream of sparks has no effect until the mouth of the glass is reached. Here the vapor is ignited and burns for a few seconds. The lecturer switches off the current and continues:

Danger in Air.

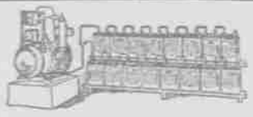
"So far the experiments have shown us one important thing. We have been that we can extinguish a match in gasoline and hence we know that as a liquid it is harmless. We have seen, also, that pure gasoline vapor just above the liquid cannot be ignited by a flame or a spark. But at the mouth of the glass, where sufficient air is present, we have a combustible mixture. We have learned then that we cannot have a combustible or explosive mixture unless the necessary amount of air is present. That is the important thing to remember.

"No Smoking" Signs.

"Now I shall have to get away from the more serious part of the lecture for a moment and smoke a cigar. I assure you, however, that with the cigars I use for this experiment smoking is no pleasure. I take the same glass of gasoline, shake it to hasten the vaporization and move the glowing end of the cigar around near the mouth where we would expect the vapor to burn. Nothing happens. I move the cigar down into the glass and the liquid extinguishes it like so much water. No sign of a flame. Now what about the 'No Smoking' signs that we see in garages? Is there any good excuse for them? Certainly there is. We can't smoke without using matches and we have just seen that the open flame can start a fire under the right conditions. The garage signs are right, although they may not know why.

"Now one more experiment to illustrate another property of gasoline. This is one which can only be performed in a room where there are no strong air currents. I pour a small quantity of gasoline into this tube and heat it over the gas flame. By holding the tube at an angle with only the bottom in the flame, the fumes escape from the mouth at some distance from the jet and are not ignited. Now that the vapor has been escaping for several seconds suppose I move the mouth of the tube back into the flame of the jet. See, there is a lightning flash and a streak of fire runs from the mouth of the tube down to the floor, showing that the escaping vapor is heavier than air and seeks the lower levels.

"This vapor, while it would be dangerous if present in a large quantity and combined with the air, should not be confused with the poisonous carbon monoxide. This latter is an exhaust gas, sometimes commonly referred to as garage gas and is responsible for many deaths. In closing this lecture a word or two on the subject may not be out of place."



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