

Out Our Way

By Williams



The Rise of the Automobile



YOU may now put the back-seat driver to sleep—in a trailer attached to your car! One of the most interesting exhibits at the Automobile Show staged at Grand Central Palace, New York City, is a luxurious caravan attached to a sedan car. But what a caravan it is, with more trick gadgets for comfort and convenience than were ever used in even the most luxurious of caravans.

The trailer is equipped with four berths, running water, electric lights, and special ventilation apparatus. In fact, it has all the comforts of an up-to-date hotel room. This hotel room on wheels is no wider than an ordinary car, yet the berths used are quite slumber-inducing. Of course, there's a trick to it, and it is that

the caravan is so designed that it can be opened accordion-fashion to a width which exceeds that of a railway coach. And so now, a land-cruise can be blithely undertaken, and judging by the interest shown in this new device, it wouldn't be at all surprising, if, next Summer, nearly every automobile had a little trailer all its own.

It is a far cry from the luxurious car of today to the peculiar looking contraptions that are the grand-daddies of the various different types of automobiles of the present. The early Packards, Oldsmobiles, Buicks and Pierce-Arrows, to mention four of the earliest makes of gasoline-engine vehicles, are unmistakably automobiles for all their mirth-

provoking appearance. But they went, and that was all that was required of a gasoline contraption in those dim dark days when an automobile costume, for ladies meant a long "dust" coat, and a hat with goggles and a thick veil.

Henry Ford often refers to his first car, which made successful trial runs in 1893. It was driven by a twin cylinder, four cycle water cooled engine, and it made from 25 to 30 miles an hour. The first of the crop of old-fashioned Ford's was manufactured in 1903. Since then, of course, the Ford car has graduated into the popular luxury class. The motor magnate cherishes all the early models of his machine, and proudly claims that they are still in running order.

(International Newsreel)

**Textiles and Tariffs.**  
From Cedar Rapids Gazette.

One of the most interesting debates in the Senate during the special session was on the subject of protection for textiles. Democrats, insurgents and regular republicans are agreed that this industry as a whole is not prosperous. But it was pretty well proved in debate that lack of tariff protection is not at the bottom of the difficulty. In the first place textile imports amount to less than eight-tenths of one per cent of domestic production. Nobody but a tariff fanatic would seriously contend that eight-tenths of one per cent imports could depress prices of the domestic output.

In the second place it was shown conclusively that without any tariff protection the domestic producers could take care of themselves. Foreign trade unionists are vigorously opposed to the introduction of labor-saving machinery, while American labor welcomes or does not violently oppose it. In 1911 the tariff

board reported to congress that there were less than 3,000 automatic looms in Great Britain while there were 250,000 in America. This ratio is about the same today. A foreign weaver operates from one to four looms while an American operates from 6 to 20 and sometimes 35.

A conservative estimate places the output of an American weaver, operating automatic looms, at 4,900 yards for a week of 48 hours. A foreign weaver produces in the same period 533 yards. The foreign weaver receives \$12 a week as compared with \$18 for the American. Even though the wage of weavers is 50 per cent higher in this country than in Europe it costs 2 1/2 cents to produce a yard of cloth there as compared with one quarter of one cent in America.

A representative of the National Council of American Importers and Traders testified before the finance committee in part as follows:

"A conservative estimate is that the American weaver with automatic

looms averages six times the production of a foreign weaver with ordinary looms. Obviously an advantage of 33 per cent or even 50 per cent in wages is nullified by a difference of 600 per cent in productive capacity."

The difficulty of American textile mills doesn't lie in lack of protection. Their troubles must be explained on some other basis. Over production, competition with southern mills and labor troubles account in part for depression in the industry. But they suffer most from change in styles and the competition of silk and artificial silk fabrics.

**Three Years of It.**  
From Tit-Bits.

"Your mistress tells me, Jane, that you wish to leave us to become attendant at a lunatic asylum of all places! What makes you think you'll like it? What experience have you had?"

"Well, sir, I've been here three years."

postoffice is justified does not discharge the shipping board from its responsibility for approving loans to aid construction.

Moreover, the proof of proper care in spending public money is as valuable as the administration's present effort to assure business that a great deal of money will be spent. Launching suddenly into a program of shipping is worth only a little to the general sense of prosperity or the opposite in the country. If the administration is right about economic conditions, there is no crisis which could justify the expenditure of public money unless soundly spent.

**Reckless Financing.**  
From Milwaukee Journal.

The first notable challenge to President Hoover's urging that all agencies of government go ahead and spend a lot of money in a hurry comes from the shipping board. The board lends government money to aid in the construction of ships and gets it back when and if the ships make enough profit. To help make the profit, mail subsidies are granted.

Mr. Hoover suggested 14 new trade routes, requiring 40 new vessels, about half of them to be laid down in the next three years. The cost, it is not clear whether for the half or the whole 40, would be \$250-

000,000. Mr. Hoover, interested in assuring industry of this expenditure, recommended an increase in mail subsidies, now over \$12,000,000, of \$5,500,000 annually.

Chairman O'Connor of the shipping board sounds the note of business. Before a dollar of public money is granted as a loan for new vessel construction, he says, "I am going to satisfy myself that the operators to which this money is loaned will be able to invest it in such a way that it will return not only the principal but a profit."

That is good sense; it is living up to a trust. The postmaster general's decision that the subsidy by the

Cave Dwelling in Jersey Meadows



Equipped with mattresses, oil stoves, chairs and tables, this cave, 15 feet square, inhabited by twelve men, was discovered by detectives in the Newark-Kearny, N. J., meadows, following the arrest of Joseph Principatto, 37, on a theft charge. The police destroyed the cave. (International Newsreel)

Who's Got the Button?

Buttons encircle the throats and wrists of the modern girls. Hollywood stars have chosen buttons of different shades, which are twisted together in a double strand, for their choker necklace and bracelet.

(International Newsreel)



3-Year-Old Matriculate At Cleveland School



Little Alfred Kendall Kelly, three years old, is one of the 25 children of the same age recently enrolled in the nursery school just opened by Western Reserve University, Cleveland, of which his grandfather, Dr. Robert Ernest Vinson, is president. Matriculates in the nursery school pay the same tuition and rates as their 10,000 grown-up fellow-students of the neighboring university. (International Newsreel)

New U. S. Minister to Czechoslovakia



A. C. Rathesky, Boston banker, has been named American Minister to Czechoslovakia by President Hoover. It is believed he will accept. Mr. Rathesky is now president of the United States Trust Company, as well as a trustee of Boston University, and founder of the Rathesky Charity Foundation. (International Newsreel)

Young Bob Wins High Post



(Left to right) Senator Robert M. LaFollette (R.), insurgent leader, of Wisconsin, and Senator John Thomas (R.), of Idaho, members of the "Young Guard" as they appeared on the Senate Finance Committee. Bob LaFollette is only 35 years of age and has served as a Senator for only five years. John Thomas gained vast financial experience as a noted banker in his native State. He is serving his second year with that august Congressional body. (International Newsreel)

New Governor of Virginia

The recently elected Governor of Virginia, John Garland Pollard, whose inauguration took place Wednesday, January 15, with unusual gubernatorial pomp and ceremony. He succeeds Governor Harry Flood Byrd, brother of the famous Arctic explorer.

(International Newsreel)



Titanic Hero's Widow Awaits Divorce Action



Mrs. Constance Gracie di Urbina, widow of Colonel Archibald Gracie, hero of the Titanic disaster, is awaiting the final action in the annulment of her marriage to Humberto di Urbina, young Chilean, whom she married in 1924. (International Newsreel)