

New Brake Said to Stop Car At 60 Miles an Hour in 25 Yards

Special from Monitor Bureau.
New York—A new automobile braking system which its designers assert is capable of bringing a motorcar to a stop in 25 yards from a speed of 60 miles an hour, is to be exhibited to manufacturers in the United States by Marcel Guillemon, engineer of the Renault Automobile company of France.

Mr. Guillemon, who is also vice president of Renault, Inc., of New York, has just returned here on the Ile de France of the French line. Two passenger cars and one truck, he said, are being brought to the United States for exhibition here.

This exchange of designing practices and mechanical improvements, he added, is in line with the co-operation shown French manufacturers by American motorcar builders. Officials of the Renault company, Mr. Guillemon said, have previously been granted extensive courtesies in the American plants for the purpose of studying production methods.

The brakes, Mr. Guillemon said, are operated by a very slight pressure on a pedal and the braking

force on the wheels is supplied by the car through a clutch mounted on the drive shaft.

Paul Vavonve, chief engineer of the Citroen Automobile company, was another passenger on board the Ile de France. This is his third visit here this year and his 12th in the last three years, he said. The Citroen factories in France are rapidly being equipped with machinery manufactured in the United States and after the first of the year it is reported they will be able to turn out 600 Citroen cars a day, Mr. Vavonve said.

"Machinery is not the only difference between American and European manufacturing," he continued. "There is another important factor which is just beginning to be realized by French manufacturers. This is the morale of the workers. The French manufacturers are making efforts to better the morale of their working forces and in the Citroen factories we try to make the workers feel it is their factory by holding to the promotion system when men are needed for other positions."

WINGS OF TWENTY FIVE YEARS

From the Atlanta Journal
Five-and-twenty years ago on the sands of a lonely South Atlantic beach occurred the first flight of an airplane. For 12 momentous seconds the quaint little craft fluttered aloft. On the third trial it flew 852 feet, keeping a wing for almost a minute. So many of his fellow Americans and to his friends throughout the world this anniversary message, through the Aeronautic Review:

"Twenty-five years ago the man who but expressed his belief in the possibility of human flight was an object of pity and derision. Today his successor who shows its future possibilities by triumphing over the ocean barriers which separate continent from continent becomes an international hero. In twenty five years flight has been extended from one minute to more than 65 hours; from one-half mile to more than 4,000 miles; and from a few feet above the ground to more than 7 1/2 miles above it. Such has been the

progress of the art and the change of the attitude of the public towards it in its first 25 years. The strides made in aviation in the last two years would indicate that we have not even approached the limit of possibilities."

Rarely has a pioneer lived to see his faith so richly justified and his frontier so marvelously extended. The airplane has established itself as an implement of commerce, as a chief aid to exploration, as a power for prosperity and progress—all within less than a generation's span. More meaningful than its heroic ocean flights are its workaday services. By its speedy transport of mails it effects large economies for banks, insurance companies and other corporations, and opens new realms of business opportunity. A year ago the American Railway Express company availed itself of aircraft, and since has materially increased both the mileage and the patronage of such lines. Today in the United States 266 companies operate 32 airways along regular routes which aggregate more than 13,000 miles; and the record is continually growing. If the oncoming developments of aviation be at all comparable to those of its first 5-and-20 years, how immense are the possibilities.

For the Outdoor Girl



Here is a slate blue flecked wool creation with bands of tan kasha which Drecoll, Paris couturier, is featuring to his smart outdoor clientele. The garment is NOT of the silhouette order, but of the comfortable, roomy variety.

Baree and the Beavers

From Baree, Son of Kazan
Deep in the northern forests the beaver does not work and play in darkness only, but uses day even more than night, and many of Beaver-tooth's people were awake when Baree began disconsolately to investigate the shores of the pond. The little beavers were still with their mothers in the big houses that looked like great domes of sticks and mud out in the middle of the lake. There were three of these houses, one at least 20 feet in diameter. Baree had some difficulty in following his side of the pond. When he got back among the willows and alders and birch, dozens of little canals crossed and crisscrossed in his path. Some of these canals were a foot wide, and others three or four feet, and all were filled with water. No country in the world ever had a better system of traffic than this domain of the beavers, down which they brought their working materials and food into the main reservoir—the pond.

It was early in the afternoon that for the third or fourth time Baree walked out on the dam. This dam was fully 200 feet in length, but at no point did the water run over it, the overflow finding its way through narrow sluices. A week or two ago Baree could have crossed to the opposite side of the pond on this dam, but now—at the far end—Beaver-tooth and his engineers were adding a new section of dam, and in order to accomplish their work more easily, they had flooded July 50 yards of the low ground on which they were working. The main dam held a fascination for Baree. It was strong with the smell of beaver. The top of it was high and dry, and there were dozens of smoothly worn little hollows in which the beavers had taken their sun baths. In one of these hollows Baree stretched himself out, with his eyes on the pond. Not a ripple stirred its velvety smoothness. Not a sound broke the drowsy stillness of the afternoon. The beavers might have been asleep, for all the stir they made on the dam. Where he lay, the sun fell in a warm flood, and it was so comfortable that after a time he had difficulty in keeping his eyes open to watch the pond. Then he fell asleep.

Just how Beaver-tooth sensed this fact is a mystery. Five minutes later he came up quietly, without a

plash or a sound, within 50 yards of Baree. For a few moments he scarcely moved in the water. . . . and it was very soon apparent that Beaver-tooth had but one object in mind—getting a closer observation of Baree. . . . To get a better look, the old beaver spread his flat tail out beyond him and rose to a sitting posture on his hind quarters, his two front paws held squirrel-like over his breast. In this pose he was fully three feet tall. He probably weighed 40 pounds. . . . Suddenly he gave the mud of the dam a single slap with his tail—and Baree sat up. Instantly he saw Beaver-tooth, and started. Beaver-tooth started. For a full half minute neither moved the thousandth part of an inch. Then Baree stood up and wagged his tail.

That was enough. Dropping to his fore feet, Beaver-tooth did not leisurely to the edge of the dam and dived over. He was neither cautious nor in very great haste now. He made a great commotion in the water and swam boldly back and forth under Baree. When he had done this several times, he cut straight up the pond to the largest of the three houses and disappeared. Five minutes after Beaver-tooth's exploit word was passing quickly among the colony. The stranger—Baree. . . . was very young and humanlike.

Work could be resumed. Play could be resumed. There was no danger. Such was Beaver-tooth's verdict.

If some one had shouted these facts in beaver language through megaphone, the response could not have been quicker. All at once it seemed to Baree, who was still standing on the edge of the dam, that the pond was alive with beavers. He had never seen so many at one time before. They were popping up everywhere, and some of them swam up within a dozen feet of him and looked him over in a leisurely and curious way. For perhaps five minutes the beavers seemed to have no particular object in view. Then Beaver-tooth himself struck straight for the shore and climbed out. Others followed him. Half a dozen workers disappeared in the canals. As many more waddled out among the alders and willows.

Baree was fascinated by this work, and he never grew tired of watching it.—From "Baree, Son of Kazan," by James Oliver Curwood.

Honesty Pays—Also Kindness

From Dubuque Telegraph-Herald.
One of the writers for the Central Press association tells a "human interest" story about a girl clerking in a department store that shows that in the long run, honesty pays. It also, however, shows that something is to be gained by kindness.

The salesgirl was caught in the act of stealing. The superintendent confronted her with the evidence and asked her to sign a confession. After she had done so, he sealed the confession in an envelope and put his own name on it. "This goes into a strong box," he said, "and nobody but you and I will ever know about it—provided you do what I ask. First, I want your promise never to do it again and then I want to know just why you thought you must have more money."

She told her story. There was sickness at home and her need for money was not because of mere craving for luxuries. The superintendent sent her invalid sister to a hospital at the store's expense.

That was 10 years ago, and today the little salesgirl is not only one of the store's valuable employes but one of the most loyal. The little envelope has long ago been burned. That one misstep and its consequences brought her to a realization that "honesty is the best policy," and the superintendent's kindness has been justified.

For Evening Wear



Curious beads like lacquered gun-metal reeds cover the surface of this latest model of a famous Paris dressmaker. It is designed for the afternoon tea or evening wear.

Hunting Honey In the Sudan

Every year after the rains have ceased and when the long grass, which in many places grows to a height of over six feet, has been burnt to brittle dryness and bleached to a pale yellow by the tropical sun, natives in the south and certain other parts of the Eastern Sudan prepare to gather the harvest of wild honey which awaits them in the hollows of the trees in the forests.

First the dry grass is fired when a favorable wind is blowing, and a great sheet of fire, sometimes many miles in width, sweeps across the uninhabited countryside, clearing away the tangle of briar and grass which would otherwise prove a difficult barrier to the honey hunters. Contrary to what one would expect, comparatively few trees are seriously injured by these fires; as a rule they quickly recover from the scorching.

Having cleared the country of grass, the honey hunters collect their simple belongings, skins and gourd in which to place the honey, a small quantity of millet flour, and perhaps one or two spears. Sometimes the honey hunters may have a camel or two to carry their belongings, more often they possess donkeys, but frequently the natives set out on foot, without transport of any kind. They often remain out in the forest for two or three months at a time, subsisting almost entirely upon the honey which they collect.

Their method of extracting the honey from the sometimes deep holes in which the bees hive is very simple. First, a wood fire is lighted near the tree and then, when it is burning brightly, the honey gatherer seizes a brand, extinguishes the flames and holds the smoking wood to the hole. Usually two or three fresh brands are used before the bees are sufficiently drowsy to enable the honey gatherer to thrust his arm into the hole and take out the comb. It often happens that the entrance to the hive is too small to admit a man's hand, and in this case a sharp native ax is used to enlarge it after the smoke has been applied. These holes are usually cut with care and neatness, for wild bees will very often return to one of these hives if its position has not been left too widely exposed.

In their search the hunters are ably assisted by the honey bird. This small bird frequents the neighborhood of the trees in which honey has been hidden, and upon the approach of man commences to twitter loudly and persistently, at the same time flying to and fro across their path and gradually leading them to one of the hidden hives. Having extracted the honey from the first hive, the Sudan throws the bird a small piece of the comb and then waits for it to start off again. In this way the bird may guide the honey hunters to several hives in one day.

Ford's Spread in Europe.
Chicago Journal of Commerce.
When Henry Ford shut down his plants for purposes of reorganization, a question widely discussed in Europe was whether he had thereby given European manufacturers of low-priced cars their long awaited opportunity to compete successfully with him. After he reopened his

Starting Tomorrow

The flowers are brilliant with those poignant colors of farewell that flaunt triumphantly, flouting the dread of winter. Most gaudy are certain gladioli; and about these a single ruby throated humming bird is, in his dainty fashion, exceedingly busy. He is wholly concerned with the wild honey dew in those gorgeous bells, hanging to him, like a huge carillon from the swaying spire of the stem. Yet this tiny fairy, as frail as thistle-down, is on the eye of a prodigious journey, such a one, indeed, as night appall the oldest traveler. He is starting for Central America tonight. Yet he seems joyously unconcerned, probing with ecstatic bill the iridescent depths of the mighty bells. He does not appear to be buying travelers' checks. He isn't rushing around packing luggage and purchasing tickets. Something in his heart tells him that the time has come; but he knows that all is well. He has something to sustain him besides his wings. Perhaps it is what all of us must have.—Archibald Rutledge, in "Children of Swamp, and Wood."

A TOY NO LONGER

New York Evening Post.
A deserved honor has come to a New York inventor in the award of the coveted John Fritz gold medal to Elmer A. Sperry for his gyro-compass and his gyroscopic stabilizer. It is now 30 years since he began his experiments with the gyroscope, then a toy chiefly interesting for its curious antics. Its first practical application was to ships, where it counteracted the rolling motion and made sea travel more comfortable. But the most important use to which it has been put is as a stabilizer for airplanes; in the field of aircraft development the gyro-compass has also played an important part. France recognized the value of the stabilizer some years ago when the Aero club of that country awarded a prize to Mr. Sperry for his device.

His work in this important sphere also includes the invention of drift and turn indicators, which have helped to make flying in fogs safer. Mr. Sperry's inventions do not stop, however, with his contributions to the cause of aviation. He began his career as an inventor with one of the earliest arc lights, and his later perfection of electric lighting has been one of the most important aids to the motion picture industry. New Yorkers have often seen his great searchlight in Brooklyn stabbing the darkness of the night with its powerful rays, and his improvements of searchlights have become standard. In electro-chemistry also, which plays so important a part in modern industry, he has done important work. He is less well known than some other inventors because his devices have not touched everyday life so directly as theirs; but his place in the long list of Americans who have

WE'RE ALL INVITED!

From the Florida Times-Union.
Agricultural wedding of considerable interest happened recently in Ohio. The headline read: Corn-Cobb.

A Kansas City man started for the office in something of a hurry yesterday morning, and on the way to the front door he seized what he thought was his topcoat from the closet and fled down the front steps, he bus stop. As he boarded the bus, he found that instead of the topcoat he had brought along the coat to a castoff summer suit that was hanging in the closet. And all the way to town he marveled at his luck—for among other things in the closet that he might just as well have taken along were his dinner jacket, his hunting coat, his bathrobe, a suit of pajamas and a long tailed nightshirt.

PULMOTOR FOR ASTHMA

Chicago.—A pulmotor was used successfully here in overcoming a case of acute asthma. The patient Mrs. Adeline Seipp, was treated by the fire department first aid squad. When her husband was unable to locate a doctor, he called the firemen, who worked nearly four hours before Mrs. Seipp was pronounced out of danger. Attending physicians said it was the first instance in their experience that a pulmotor was used in treating critical asthma.

THE LABORER

By Laura Gerahy
He is an artist though his work low on common soil. Because he sings of things that raise men's hearts above their toil. He is a traveler though he seldom leaves the village street, When by the hearth he tells of foreign lands subtle and sweet. He is a sage, though scarcely can he write his humble name; A poet, hoarding beauty without thought of wealth or fame. He is, I think, the richest man I know, though passing poor. Go in! To find a mine of gold behind that cottage door.

Dad Knows

From Answers
Canvasser: Is the master of the house in?
Young Father (wearily): Yes; he's asleep upstairs in his cradle.
Dad (to daughter)—Now that your mother's away for a holiday, you'll have to see that I get up in time for work every morning.
Daughter—All right, dad. I'll try to get in, in time.—Judge.

Tariff Case to Court

From New York World.
The supreme court of the United States may be called upon in the near future to decide whether the action of the president in changing a tariff duty under the flexible provisions of the law is final, or whether this action is subject to review by the courts. Suit has been instituted in the United States customs court by an importing concern contesting the validity of the president's order increasing the duty on sodium nitrate by 50 per cent. It is contended that the tariff commission did not make the complete investigation of foreign and domestic production costs which the law prescribes, and the plaintiff company wishes to summon members or employees of the tariff commission before the court to substantiate its claim. The government denies the right of the plaintiff to compel the commission to explain its acts.

On the issue thus raised the case will probably be carried to the supreme court for a determination whether executive changes in tariff making machinery, Congress exclusive control over the rates, and when it delegated partial control to the executive in 1922 it probably did not expect that this would raise the question of judicial control also. The constitutionality of this delegation to the executive was upheld by the supreme court some months ago, and now comes the question whether this delegation does not carry with it the review of executive acts by the courts.

Business for Barges

From Detroit News.
A shipment of 150 tractors, routed from Chicago to Minneapolis for the Upper Mississippi barge line, was unable the other day to find cargo space on the upbound barges. At the same time a consignment of 14 carloads of farm implements forced for shipment was unable to find room on the government's carriers. The line to Minneapolis is a new extension of the government's original service lower on the Mississippi, from St. Louis south, and on the Warrior in Alabama.

Only a few weeks ago, the head of the corporation in charge of the service, Major-General Ashburn, issued a warning to the Twin Cities and the upper valley that if the line was to be a going concern it would have to be a two-way service, with freight for its upbound barges as well as grain on downstream runs.

The warning was hardly necessary since the upper river is already complaining of insufficiency of equipment and service, and demand has arisen in Minneapolis for a doubling of the line. Downstream freight is offered far in excess of the barges' capacity, and, as we have seen, upstream shipments are already unable to find cargo room.

Yet it is only a little while since officials, speculating on the possibility of a nine-foot channel into Minneapolis, announced that there was hardly enough business available to keep the line alive. Here history repeated itself. The St. Louis-New Orleans line was launched with big investments in many quarters, and now has many times as much cargo awaiting its service as it can possibly handle.

It is a curious thing, this timorousness over the ability of water transport to make good, particularly in these midland states, which have pleaded, clamored, argued and cajoled for years for a transport service as quick, economical and convenient as the government's barges are offering today the length of the Mississippi.

Hope for U. S. "Culture"

From The Living Age.
"Will the United States produce a Lorenzo de Magnifico?" asks Armando Zegri in Reportorio Americano, a literary weekly published at San Jose, Costa Rica.

He answers his own question thus: "Probably, though under quite different circumstances and in quite different surroundings, from those the famous Italian knew."

"Those who from a distance watch the political activities of the Yankees must not forget that the cannibal spirit of imperialism is offset by the fact Yankeeeland is destined to have a great artistic future. I know that art and Gringoland seem like contradictory terms to those who dislike the Yankees, or who have not lived in Yankeeeland long enough to understand the idiosyncrasies, the past, the present, and the future of the people. But as a matter of fact, at this very moment the United States is contributing to the artistic life of the world three highly important qualities: order, organization and economy of detail.

"Day by day the atmosphere becomes more and more favorable to the development of art. American art is beginning to be democratic; that is to say, within reach of the majority of purses and the majority of intellects. The rich men of Wall Street have begun to take a direct interest in the development of a native American art."

Senor Zegri points to increasing American importations of art and artists from abroad and to the even more rapidly increasing exportation of American artistic efforts—the plays and novels of Theodore Dreiser, Eugene O'Neill and Sherwood Anderson, for example.

"The 'self-made man' will be followed by the artist."

Still a Best Seller

From New York Sun.
In November, 1682, John Bunyan was born. He was a tinker's son, and out of the wealth of his religious experiences he wrote a tale that must be kept in stock today by every bookseller who hopes to satisfy the requirements of a mixed patronage. There is nothing to suggest that "Pilgrim's Progress" has been outmoded by modernity. This year it appears in special editions, many with biographies of its writer. They supplement the development of art, American art, and circulated in response to the call for modest volumes for readers not collectors.

No new fashion on new mechanism, no new theory of physics can render obsolete the tale the thinker told. It is a record of the spirit, set down in words and phrases that have never grown old.

"Pilgrim's Progress" is old fashioned? Yes, so, too, is man's soul.

Q. How old should a parrot be when it begins to talk? E. B.
A. If a parrot is a talking parrot it should talk before it is one year old.

Pretty Soon Now

From Life.
Messenger: Yes, sir, I started out with my first message 46 years ago.
Innocent Bystander: And how many more years do you figure before you'll finally deliver it?

Q. The dresses of olden times appear heavy. Is it known how much they weighed? T. E. M.
A. In the time of Henry VIII the well-dressed woman wore a costume that weighed 35 pounds. In contrast to this costume, we have the modern apparel, weighing three pounds or less, shoes and all.

No Tipping

From Passing Show.
Nervous suitor: I say, I believe your brother saw me kiss you. What shall I give him to make him keep silent?
Girl: His usual price is fifty cents.

Q. How many vessels have passed through the Panama Canal? H. S.
A. Figures compiled in the war department show that 46,833 commercial vessels have passed through the canal since its opening up to July 1, 1928, paying tolls of \$193,377,728 and carrying cargoes aggregating 215,286,189 tons.