THE BEE: OMAHA, MONDAY, JULY 18, 1921.



with whom-as with the nomadic Arabs of today-jit was the custom to give refreshment to the wandering stranger who came in peace to the tent if the tent-dweller was disposed to be friendly. And the breaking of bread together was the sign of a bond of friendship. But if the refreshment was refused, the traveler naturally became the enemy of the churlish tent-dweller, and the tent-dweller was his. And so, down through the centuries there grew up in different phases of civilization the custom of eating bread and salt to-gether as a bond of amity. "I have caten your bread and your salt; I have drunk of your water and wine," sings Kipling. Afternoon tea-tables are not, as a rule, haunted by this superstition-but you will find it in existence in many rural districts.

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Doesn't a Train Run Off the Track

ing object tends to go on moving in the same direction definitely and when we remember the comparative ease with which a bicycle or even an automobile will turn over while rounding a corner under high speed, it appears remarkable that trains can take sharp curves at 50 or 60 miles an hour without leaving the rails. As a matter of fact, the tendency is for them to jump the track and they would do so if it were not for the way in which the wheels are constructed and, even more important, the manner in which the tracks are "banked" at the curves.

Railway engineers, in constructing railroads, take into consideration the rate of speed at which trains will travel in rounding a curve and lay their rails accordingly, raising the outer rail a certain definite amount for every 10 miles per hour of speed. The principle is the same as in the construction of a speed-track for motorcycles or automobiles. Here the track is "banked" sharply at the curves and the machines, rounding these at a high rate of speed, are prevented from turning over by reason of this difference in elevation. A railroad curve, however, which is designed to be taken at 40 miles an hour, will not be safe at 60 miles and wrecks sometimes occur because engineers fail to pay attention to the rate of speed on certain sharp turns, thus throwing the engine off the raills or snapping off the last

Where It Started

"Above" and "Below." The expression "see above" or "see below," which often occurs in manuscripts and printed matter had its origin in the days when writing was done on long scrolls. A matter previously referred to would thus he "above," while something to be referred to in the future would be "below." As now used it has no reference to actual position except before and after.

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