

WARNS OF DREAD AUTOMOBILE GAS

Carbon Monoxide Fatalities Heavy—Motorists Given Advice

The approaching winter season brings to mind the need of precaution for all motorists against the ever present carbon monoxide gas that lurks in the exhaust of all motor cars propelled by gas engines. Though the results of this deadly gas are known to most motorists, the fatalities that occurred last year were mostly due to lack of care in guarding against the serious consequence of inhaling the carbon monoxide fumes.

While authentic figures of carbon monoxide fatalities for the entire country are not available, there were 20 deaths last winter in the city of Detroit and so far this season in Detroit there have been three fatalities.

T. H. Stambaugh, general service manager of Olds Motor Works, has sent bulletins to the Oldsmobile

dealer organization suggesting that they write all Oldsmobile owners warning them of the carbon monoxide fumes contained in the exhaust of all automobiles, and that danger is just as great in public garages as in private garages.

Points for Drivers
He advises motorists:
"Do not run the engine while your car is in a closed space."
"Open your garage doors to their full limit before starting motor."
"Do not run motor in garage after starting, even though doors are open. Drive the car outside and let the warming-up period take place in the open air."
"After driving into garage, shut motor off immediately and leave garage."

Gas Is Odorless
One of the most dangerous features of carbon monoxide gas is the fact that it is odorless, colorless and tasteless, therefore, it cannot be detected by any of the senses. It is so insidious that a person breathing it has little or no warning before becoming unconscious. One of its first reactions is an instant loss of motive power, thus preventing the victim from escaping even if he realizes his danger, says Mr. Stambaugh.

"Carbon monoxide gas is produced when any carbonaceous substance burns without a sufficient supply of oxygen," Mr. Stambaugh explains. "In tests of the exhaust of a 23 H. P. automobile engine, it has been found that it discharged approximately 25 cubic feet of gas per minute containing an average of six per cent carbon monoxide. A ratio of 15 parts carbon monoxide to 10,000 parts of air is considered dangerous. The amount of visible smoke is not an index of carbon monoxide content because, as stated previously, carbon monoxide is colorless and therefore invisible."

"When taken into the lungs carbon monoxide unites with the hemoglobin, the oxygen-carrying substance in the blood, more readily than does oxygen itself, thereby excluding the oxygen and causing suffocation. The affinity of carbon monoxide for hemoglobin is about 300 times greater than that of oxygen."

Fresh Air Important
"People who are repeatedly exposed to carbon monoxide gas usually experience the following symptoms—tired feeling, dizziness, mental confusion, headaches, nausea, palpitation of heart, sleepiness and loss of appetite."

The Oldsmobile service director concludes his warning with the advice that if a person is found overcome by carbon monoxide that the victim be removed at once to the fresh air, and, if breathing has apparently stopped, artificial respiration be started pending the arrival of a physician and an oxygen-carbon-dioxide inhaler.

A Christmas Hint
Nearly everybody has a car these days, so when you give auto supplies, not only do you give useful gifts that are lasting reminders of your thought but also give pleasure to the entire family.

The force was out to lunch—leaving the bookkeeper alone in the store. A handsome young chap strode in. "Do they keep automobile accessories here?" he asked. The little bookkeeper smiled heartily. "Only me," she replied.

—Good Hardware.

First Stenog. (reading): Think of those Standards going 3000 miles on a gallon!

Second Stenog.: Aw, forget it. Yuh can't believe all yuh hear about them foreign cars.

He stood, with modest mien, talking with an eager group of newspaper reporters. He waved his hand with a deprecating gesture. It was nothing, he was heard to remark; anyone else could have done as much.

Photographers pressed forward for close-ups. The crowd cheered. An elderly gentleman pinned a bit of ribbon on his lapel.

Eight days later he arrived in San Francisco. Completing his business in exactly one week, Mr. Albrecht started, on the return trip to the Atlantic seaboard, arriving in New York five days later. His total absence from home was but 26 days, the mileage being approximately 7100 miles.

The southern route, a distance of 3750 miles was selected for the outgoing trip, while the return journey was made over the Lincoln highway, 3380 miles shorter.

The stamina of the "70" Willys-Knight was definitely established, Mr. Albrecht said, when a detour of 450 miles caused by the floods, was encountered. The car was forced to travel at high speeds over mountain trails and passes that had not been used for six years. Not only did the Willys-Knight perform unflinchingly on this treacherous detour, but no adjustments or repairs of any kind were made on either the outgoing or homeward trip.

A careful check of expenses was kept. The actual cost of the trip, including meals, accommodation, fuel and oil was \$183 for the entire time Albrecht was away from Brooklyn. The gasoline mileage worked out better than 20 miles to the gallon although the car was frequently held at its top speed of 68 miles an hour.

Commenting upon his trip, Albrecht said: "We were able to cover 750 to 780 miles in a day without strain or fatigue, due to the splendid riding qualities of the car together with the smoothness of the Knight sleeve valve engine. At one stage of the trip we were forced off the road and ran down a 20 foot embankment. After a little maneuvering the car regained the road under its own power and continued on the trip."

Kissel Adopts Ryan-Lites
Ryan-Lite headlights that gained national publicity through the recent record shattering run of F. B. Miller, have been chosen as standard equipment by the Kissel car company, according to word received by the Western Auto Supply company.

Flend for statistics: Now, if all the automobiles in the world could be placed together at one time and placed end to end, allowing about four inches between the bumpers of each, and all were to proceed at a given rate, say, for example, four miles an hour—

Pessimist: It would seem just like Sunday afternoon on the boulevard.

Little George, the garage mascot, was visiting his aunt. He found the cat in a sunny window purring cheerfully.

"Oh, Auntie, come quick," said little George, "the cat has gone to sleep and left his engine running."

Angel: I'm so sorry, we'll have to stop. The car has run out of gas.

Chorine: Oh, that's all right. I brought a flask of gasoline along—Pitt Panther.

"No," replied a witness, "even a more brilliant figure—he just won an argument with a taxi driver."

MAKING THE FARM TRACTOR EARN ITS "KEEP" IN WINTER



The tractor costs considerably less to keep than the horse during winter period of comparative inactivity, but even during that period it can be put to a fairly active routine of work that will more than pay for its "keep."

On most farms there is wood to be hauled, saved and stacked and, of course, the tractor in this case can do the work of several teams and many men—and do it in the face of such difficulties as snow and sleet.

But more and more the progressive farmer is finding other important work which he light tractor can perform in the winter time and thus make use of much of the time which used to go to waste on the average farm.

The agricultural department of the state college of Pennsylvania, is now conducting a series of experiments which are developing new uses for tractors on the farm and in making investigations to ascertain how farmers in various sections of the country are employing their farm power units. In this work the state college has found that a great many farmers are employing some of their winter time for the threshing of grain and here, of course, the tractor has been found invaluable. Many farmers also use their tractors for operating fodder chopping machines and grist mills.

Then there is always a certain amount of road work in the country districts in winter and many of the most progressive farmers have found that they can put their farm tractors to work for the county, and state governments in scraping, rolling and repairing country roads, and work of clearing snow from the highways in winter also offers opportunities to the farmer to make his tractors work for the upkeep in winter.

So, the "power farmer" is keeping himself and his equipment busy in winter—much busier than he was when he depended upon mules and horses.

**Brooklyn Man Saves Time, Money
Using This Car In 7,000-Mile Trip**

TOLEDO, O., Nov. 12—Alfred C. Albrecht, of Brooklyn, had just 20 days leave from business in which to make a week's trip along the Pacific coast. After consulting various railroad schedules and fares, he decided the trip could be made with more speed and greater economy by automobile.

Purchasing a "70" Willys-Knight coach from his local dealer in Brooklyn, Mr. Albrecht started for the coast after "breaking in" the car for 700 miles.

Eight days later he arrived in San Francisco. Completing his business in exactly one week, Mr. Albrecht started, on the return trip to the Atlantic seaboard, arriving in New York five days later. His total absence from home was but 26 days, the mileage being approximately 7100 miles.

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GASOLINE TAXES REPORTED HIGHER

Government Figures Show 19.2 Per Cent Increase in Half Year

WASHINGTON (AP)—Gasoline taxes were 19.2 per cent larger for the first six months of this year than they were in the same period a year ago. A total of revenue of \$161,250,841 flowed into state treasuries for that period, the bureau of public roads has reported, indicating that 4,919,000,000 gallons of gasoline were consumed by motor vehicles, including estimated amounts for those states not imposing the tax. Gasoline consumption was reported to show an increase of 11.4 per cent while vehicle registration increased only 7 per cent.

Gasoline taxes were imposed in all but four states and two of these have since adopted a tax so only two states, New York and Massachusetts do not tax gasoline. The rate of tax on June 30 ranged from 2 to 5 cents a gallon and averaged 2.55 cents.

Car Worth \$800 A Year To the Average Family

HARTFORD, Conn.—An automobile is worth \$800 a year to the average family in car fare and other savings and it costs about \$530 a year. The difference \$270 a year is the allowance toward the purchase price, Dr. Remsen B. Ogilby, president of Trinity college, estimates in an article written for a bulletin of the state motor vehicle department.

He uses a hypothetical case as the basis for determining the price of the "family car." The case is not average, he explains, but is based partly upon personal experience and more upon certain valuable statistics.

Four items are attached to credit side of operation of a car for a year. These, and the amount of savings, include: Family car fare, \$120; taxis, hired cars and railroad fares for vacations, \$130; increased radius of business opportunities, \$300 (a widely varying figure); health for the whole family, \$250. The total credit for the year is \$800. Against this are listed operating costs of \$530.

"The difference, \$270, is the amount," the article says, "that can be put down in the yearly budget toward the purchase price of an automobile. Multiply this by four to decide the momentous question as to whether this automobile should be a Marmad, a Truck, a Chevrolade or only a Quiver."

On the fringe of the admiring throng a newcomer asked, "Who is the hero, another transatlantic flyer?"

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