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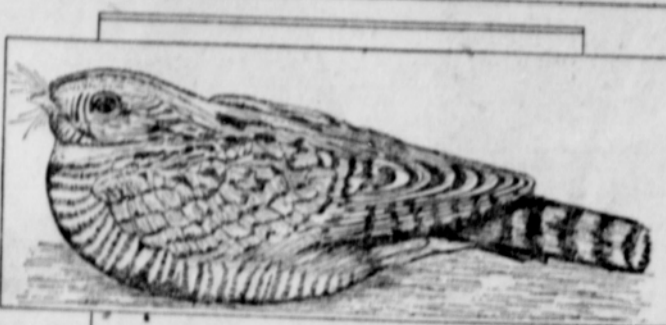
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THE STRANGEST THING



WHIPPOORWILL - ITS SONG GAVE THE BIRD ITS NAME. ONLY RARELY ONE IS SEEN FOR THE REASON THAT IN THE DAY TIME IT SLEEPS ON THE GROUND WHERE IT ALSO MAKES ITS NEST. ITS DULL, MOTTLED PLUMAGE BLENDS WITH THE TREE LEAVES, BRUSH AND UNDERGROWTH. AT NIGHT IT SPEEDS THROUGH THE AIR IN SEARCH OF INSECTS. LENGTH 9 1/2 IN. SUMMERS IN CANADA AND UNITED STATES. WINTERS IN MEXICO AND CENTRAL AMERICA.



THE ELECTRIC EEL INHABITS RIVERS OF SOUTH AMERICAN COUNTRIES. ONE-FOURTH OF ITS BODY WHICH IS ABOUT FIVE FEET IN LENGTH CONSISTS OF A LARGE NUMBER OF CELLS OF ELECTRICAL PRODUCING ORGANS CAPABLE OF ENOUGH ENERGY TO STUN A MAN.

Henry Ford II, Ready to Challenge General Motors For Top Spot in the Automobile Industry

Henry Ford II is ready to challenge General Motors for top place in the automobile industry. He has been president of the Ford Motor Company for almost 17 months. He has built up around himself an almost entirely new organization. The engineering staff is three times as large as it was a year before the 29-year-old hustler took over the reins from his famous grandfather. The styling department is almost four times as large.

There's a new spirit in the organization that for so many years set the pace in the automobile world. From Henry, Jr., down through the ranks there is a "go-getter" attitude. Everybody in Ford and in competing organizations knows that the zero hour is approaching for a hat the royal.

It will come next fall, when Ford unveils the 1948 model—the first created by his own organization under his leadership. Both in styling and in mechanical features Ford intends to give all rivals something to shoot at.

The details of any new automobile are a jealously-guarded trade secret. Nobody at River Rouge is talking about the 1948 Ford. But a lot of well-informed observers will be surprised if it does not offer automatic or "clutchless" transmission.

Only General Motors has fully automatic transmission now. This is the hydromatic, offered in nothing under the Oldsmobile. Chrysler's fluid drive is described by engineers as only semi-automatic.

The new Ford clutchless transmission, if observers are correct, will have many less parts than GM's hydromatic, which will make it less expensive to manufacture and enable offering it on the lower priced cars. It will have no plates at all, but will transmit its power entirely through a liquid, for smoother acceleration. Experts say that all major manufacturers are working along similar lines, and that whatever car you buy probably will offer such transmission, as standard or optional equipment, before long.

The new Ford is expected to be lower and wider-bodied with wider seats. Seats will be set further forward, to get them between the springs for easier riding. This will require shortening the motor, which also may be lower—in which case the shorter, lower hood will reduce part of that bad blind spot off the right front fender. Windows will be larger.

Harold T. Youngren, who was with Oldsmobile when the automatic transmission was introduced, now is Ford's vice-president in charge of engineering. Thomas Hibbard, long famous as a builder of custom bodies for the most expensive American and European cars, is in charge of a corps of custom-trained stylists. The University of Michigan has been finding out what women want in the way of fabrics, colors, panel arrangement, etc.

From these is expected a brand new automobile—the first really new one since 1941—that will be almost sensational. But statements made by Youngren indicate that it will not be freaky. It will not be "tear-drop" shaped; it will not be all-aluminum or all-plastic; it will not have its engine in the rear, nor will it be diesel-powered.

The V-8 motor will be continued, with refinements for economy, quiet operation and longer life. But the six-cylinder motor will be pushed, with double the present capacity for those who want lower fuel consumption and consider 70 to 75 miles an hour plenty of speed.

Neither General Motors nor Chrysler will even hint what their answer to the Ford of Tomorrow is going to be. They are taking great pains to keep such information from anybody who might let it leak out.

The machine tool industry let it be known that General Motors has

cancelled orders for new dies for 1948 Chevrolet, Pontiac and Oldsmobile models. This was interpreted by some as evidence that these cars will merely under-go another face-lifting next year on the basic 1941 machine.

But there is reason to believe that only some orders were cancelled. These were said to include dies for a new smaller, less expensive car. Persons familiar with the bitter competition between Ford and General Motors do not believe that the latter will let Henry, Jr., jump the field with a really new postwar automobile. They are confident that GM will counter with its own version of the Car of Tomorrow.

In spite of the aggressive plans being made by Ford, and the defensive secret operations of his rivals, the best qualified experts say that there is nothing in immediate prospect, in the automobile world, that originated in the war.

Youngren has said publicly that air conditioning is economically feasible only on the most expensive makes; that turbines are too expensive, jet propulsion impracticable on the ground, atomic power far in the future (if for no other reason than the great mass needed to protect against radioactivity), and the diesel heavy, expensive and inelastic.

Rear engine drive would be nice, he says, but it would call for a new cooling system with expensive duct-work, and it would distort the distribution of weight.

Mine Detector Is Used in Sawmill

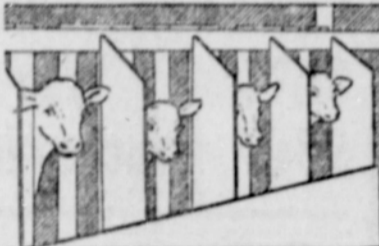
At Logansville, Ga., a surplus mine detector toned down trouble in a sawmill.

According to reports, a series of mysterious accidents—reputedly sabotage—had workmen jittery. They were ready to "quit" when a saw disintegrated into millions of flying razor sharp missiles. An investigation disclosed someone was driving steel spikes into pine logs just before they were sent tumbling down the skid to the power-driven saw at the mill.

To end the trouble, mill authorities procured a surplus mine detector from WAA and installed it at the top of the skidpath. Now, when a spiked log passes, a detector buzzes and the log is sidetracked.

Dry Climate
The average relative humidity in Phoenix, Ariz., is 57 per cent in the morning, 30 per cent at noon and 28 per cent in the evening.

Shelter for Calves



Shelters for calves and heifers should be dry and well-bedded. The Washington State college individual pens about 24 to 30 square feet in area may be used for small calves. They help prevent the calves from sucking each other, make it easier to feed the calves individually and help to prevent spread of disease.

Penicillin Fails at Pear Blight Control

While penicillin has proven the wonder drug of the century, it has proven utterly unsuited to control pear and walnut blights, according to work done by Dr. B. A. Rudolph, University of California deciduous fruit station at San Jose. Large concentrations, failed completely to check the disease when injected into the trees. It is believed that excessive dilution of the drug by the sap stream is responsible.

Creole Has Varied Meaning

The word, Creole, does not necessarily imply a person of mixed blood nor does it show distinction of color. The meaning has local variations, applying to descendants of non-aboriginal races born and settled in the West Indies, various parts of the United States, and in certain places settled by the Spanish, Portuguese and English.

Turpentine Old Solvent

Turpentine is one of the oldest and most consistently used of the paint materials. From time immemorial, it has been used as a solvent and thinner in paint and varnish products. The four classifications of turpentine are gum spirits, steam distilled wood, destructively distilled wood and sulphate turpentine.



Increase Milk With Electrical Devices
Higher Production Can Be Secured With Control

Of all the problems which livestock farmers face during the winter, one of the most annoying is the task of preventing ice from coating the surface of their stock tanks.

An adequate year-round water supply is essential to enable dairy cows to continue top milk production and to maintain economical gains on beef cattle and hogs. A pressure water system will do the job most of the year, but what about those freezing months farmers now are facing?

The following results of tests conducted by Purdue university help in approaching the problem: There is



no advantage in actually warming water for stock; the maintenance of an ice-free drinking hole is sufficient; water under pressure eliminates the necessity of having large capacity storage tanks.

Given these findings, agricultural engineers have turned to electricity as a means of overcoming winter stock tank worries. Research has shown that electric heaters, with wattages rated as low as 300, are capable of keeping ice-free holes open in small tanks without difficulty. Among newly developed electric stock tank heaters, operating at low cost, is a device which is designed to float on the surface of the water. It consists of a hollow metal disk, encircled by a heating element and containing a thermostat. Tests show that it can keep a recommended drinking hole open in temperatures far below zero.

KNOW YOUR BREED Texas Longhorns
By W. J. DRYDEN

This ancient breed of cattle, which used to roam in the southwest in vast herds, is being successfully rescued from threatened extinction by the U. S. Fish and Wildlife service.

Texas Longhorns first were introduced to this continent in 1521 by



Gregorio Villalobos, a governor-general of "New Spain."

With the introduction of heavier, beefier cattle, the Longhorns began to disappear.

Daily Fire Toll
Every day there are 1,000 home fires, 28 deaths by fire, 130 store fires, 100 factory fires, 7 church fires and 3 hospital fires, according to the National Fire Protection association.

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KEM'S FOR DRUGS



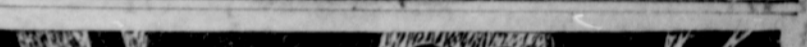
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