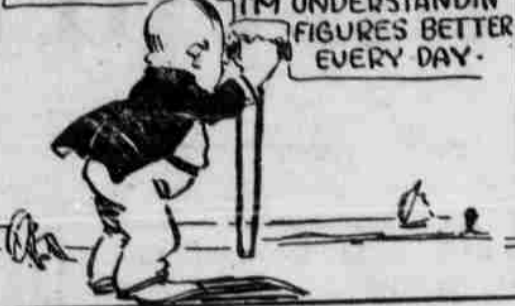


HOME SWEET HOME

by Earl Hurst

MAN-O-MAN LOOKA THAT THIS SEA SIDE STUFF IS SURE THE THING FER A MATHEMATICIAN I'M UNDERSTANDIN' FIGURES BETTER EVERY DAY.



WHEN IT COMES TO CARRY ON WITH THESE SEA NIMPHS I'M A REGULAR "DOG GONE IT" I AM - SAY, BY DERN THAT LOOKS LIKE HATTIE.



BUT MY GOODNESS HATTIE IT'S DERN RIGHT DISGRACEFUL THERE AINT ENUF TO IT



BUT DEAR I JUST CANT BEAR ANY MORE



AN IF YOU DO BARE ANY MORE I'LL HAVE TO SEND YOU HOME IN A BARREL



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# NO GAS NEEDED TO DRIVE MOTOR

IOWA INVENTOR BELIEVES HE HAS SOLVED PROBLEM OF CHEAP FUEL

Without one drop of gasoline or oil of any kind and securing all power from the oxygen of the air, Arthur Bundy drove an Overland truck about the city an entire day and thus demonstrated beyond question the practicability of his invention—using oxygen of the air for all power, says the Webster City, Iowa, Freeman Journal. The oxygen is drawn from the air by certain chemicals which Mr. Bundy has compounded and not only will it produce power, but light and heat are also obtained by the same process.

The chemicals are inexpensive and running the truck the entire day costs just five cents. "The chemicals are taken from the natural sources that are all about us," declared Mr. Bundy. "They cost practically nothing, and unless there is air pressure, not explosive, and a child can drink them and it will not hurt it."

The generator containing the chemicals was placed on the side of the Overland truck and a small tube connects it with the large tubes of the truck engine. A small air hole in one of the tubes allows the air to pass in and a cap over this opening is regulated by the throttle of the machine. The more the cap is raised and the more air is allowed to pass into the tubes, the faster the engine runs. There is not one drop of oil of any description used in this new process and the Overland which Mr. Bundy used, a model of about ten years ago, runs as smoothly and evenly as the most expensive car on the market today.

At present the regular car engine is being used, but the inventor now has under way an engine which will occupy about one-third as much space and which is especially adapted to the oxygen power process. It will weigh not over 80 pounds, will have no spark plugs, no carburetor and the numerous other contrivances necessary to the gasoline motor. The engine is a series of re-power for each pound of weight and will occupy a space not more than 9x18

inches and will furnish one-horse power for each pound of weight.

Demonstrating the heating method Mr. Bundy took a small tank containing the chemicals, and over the end of this held a lighted match. There was no ignition. The inventor then attached a gas burner to one end of the tank and placed the other end to his lips, drawing air in, and holding a lighted match over the gas burner, a clear, blue blaze immediately leaped up.

The burner itself, the iron frame, does not become hot from the blaze, but only above the blaze, where the oxygen is separated from the air by the chemicals is there heat.

The benefit which will be derived from this invention, the saving which will be realized by its practical use will be invaluable to the world and the fact that Mr. Bundy has a real thing is now recognized even by those who first scoffed at the idea.

# WASTE IN MANUFACTURING LUMBER IS ENORMOUS

James D. Lacey in the Lacey Timber Digest for June sets forth very clearly the situation as to waste in lumbering operations and prospects for more complete use of material which it is now impossible to handle at a profit. His article is quoted in part:

"No other industry furnishes the would-be reformer such material for his favorite pastime of 'viewing with alarm' as he readily finds by a superficial survey of the lumbering activities of the United States. The bald statement that but forty per cent of the industry's raw material is utilized is sufficient—to the uninitiated—to prove gross inefficiency and willful waste. But the truth, when one really gets at it, is not nearly so bad as some frequently quoted generalizations would seem to indicate.

"It is a business axiom that the reclamation of any waste product is practicable only when it is profitable. No business enterprise can afford to engage in conservation measures purely out of sentiment. Every industry is compelled to 'waste' those things which will not pay for their own conversion into useful commodities and in the lumber industry of the past the percentage of such waste has run very high.

"This situation, however, is changing very rapidly. Chemical science has made important strides in the development of processes for the utilization of waste products of the forest; and it happens that chemistry affords the chief key to the utilization problem in this industry. Then, too, the upward trend of timber values in itself has tended to stimulate interest in every seeming opportunity for more complete utilization. When the timber supply seemed inexhaustible, the attitude of those who owned timber was much like the attitude of the American farmer in the days when farm land was so cheap that it seemed more profitable to work the land out and move than to maintain its producing capacity by fertilization and rotation of crops. Today timber has a value that serves as an incentive to the development of processes for its complete conversion into merchantable products and this incentive is bound to increase with the unflinching advance in stumpage values.

"A visit to the sawmills in any section today will show that very few are wasting the short lengths and other odds and ends that every mill sent to the refuse burner a few years ago. As the standard grades of lumber have increased in value, these items have become saleable, and are adding to the profit of the business. But this is merely a first step in utilization. Other steps, of far greater importance, are being taken by lumber manufacturers in all parts of the United States, by way of installations of plants for the production of chemical by-products, paper pulp, etc.

"It is not altogether improbable that the time may come when the by-product distillates of wood will rank in value with the product of the coordinate sawmill operation."

Alaska has nearly as many varieties of climate as can be found in the eastern and middle western states.

As any pulp mill in southeastern Alaska would be built on tide water and as the tidal variation is about 15 to 20 feet, there would be no difficulty in satisfactorily disposing of

the wastes into the sea. To account the mills of the United States would have an advantage over the great majority of the mills of the United States.

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