

**Motor Cars of the Future**

(By MAJOR F. A. C. FORBES-LEITCH)

So rapid has been the growth of motoring in recent years that even the most negligent observer is profoundly aware of it. Those who have never handled a steering-wheel nor sat astride a motor cycle are discussing the wonder of the growth of motoring, and the possible developments of it.

As yet the internal-combustion engine has not reached its zenith, but in the U.S.A., where motoring has reached a point far ahead of that which exists in Britain, it is already obvious that conditions are such that a change in the entire principle of this great industry must take a relatively early appearance.

There are in the city of New York (whose area is considerably more restricted than London's) more cars than exist in the whole of the United Kingdom, the United States owning about 72 per cent. of the world's motor-vehicles.

In New York's horse is a rare sight, and the few horse-drawn vehicles that are now in use are merely reminiscent of a past age in traction. At every quarter-end the reports of the great motor manufacturing companies show enormous increases in production, and throughout the whole world motoring is being adopted with increasing rapidity as a means of pleasure and as an invaluable aid to commerce.

**Orgy of Oil Consumption.**

Recent contributions to the press have called attention to the eventual effect upon the world's oil supplies of this great increase in motoring. Apart from the great oil demand for land transport, nearly every modern ship that leaves the stocks is fitted with oil-burning furnaces. This orgy of oil consumption surely raises a most important question, upon which the opinions of scientists and experts are of great moment. How long will our oil supplies last? How long will our increasing demand? The answer to this question may influence development in a revolutionary way.

We have all the joy—and none of the drawbacks—of motoring when we traverse a fine country road on a sunny day in an efficient car, but in the great cities, where tens of thousands of exhaust pipes belch forth smoke, foul-smelling gasses, and deadly carbon mono-oxide, the effects upon the public health of such wholesale pollution cannot be anything but detrimental.

**Far From Ideal.**

What of the effect of the incessant noise upon the jaded and high-tensioned nerves of humanity? Here is another aspect of the motoring boom which merits attention.

Now, although we have brought internal combustion machinery to a state of perfection so high that it is difficult to conceive of further substantial improvement, can it, viewing these objections, be considered an ideal means of power? My opinion is that it is not ideal.

Firstly, a condition in which all science is straining to the utmost in supporting metal in a battle against heat is not ideal. In the long run the metal always loses, and this factor alone makes motoring an expensive hobby and a motor car an expensive article. Moreover, the internal combustion engine is not by any means a piece of machinery that can be called clean. It is, of necessity, an attractor of dirt. Another argument against it is the fact that no really satisfactory means of transmission, other than through an expensive gear box, has yet been produced—at least, I am not aware of one. Those who have an intimate knowledge of the principles of internal combustion will probably share my view that a change in this respect seems a long way ahead.

**Electricity the Answer.**

Every one of these factors tends to make motoring expensive, and renders highly improbable—if not impossible—the production of petrol driven vehicles at prices lower than those which rule to-day.

It is easy to be a destructive critic, however, and, naturally, I shall be asked what is the alternative. My opinion—and also my firm conviction is expressed in one word—electricity. Electric cars that produce no heat, no noise, no smoke, and no obnoxious gasses to poison the populace, and—what is almost equally important—cars in which a direct drive is practical represent the next development of motoring.

**Replacing Petrol.**

It may be argued that in the electric automobile, there will be just as much inconvenience in the charging and charging of storage cells; and, as development now stands, I must admit that we are not ready for such a change.

I am, however, endeavouring to look further ahead than present times. The possibilities of the storage cell are tremendous, and, as a factor in electric development, it is yet in its infancy. When the tides and more frequent rivers are harnessed to produce unlimited electrical energy at a minimum of cost, I anticipate that such strides will have been made with storage cells that it will be possible for the motorist of the future to stop by the road at electric service stations where, by connecting two wires to the car, his batteries will be charged

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disputes the authenticity of the fragment, which was found in the collection of Frau Dr. Grote.

He declares that the script is different from the words of the codex, and declares that the codex is complete at the place at which the passage written on the fragment would have to be inserted.

**Are You Eating the Right Kind of Food**

The adulteration of food, the use of artificial food processes, and the growing increase of fads in feeding are matters round which serious controversy centres at the present time.

Food faddists, it must be confessed, are chiefly women. A friend of mine who entertains a great deal confided to me recently her difficulties in entertaining.

**Fastidious Guests.**

"I am afraid to ask some of my women friends to a meal," she said. "One refuses every dish offered to her unless it contains nuts or lemons; another keeps to a potato diet on certain days of the week; and so many women are now hanting that it is necessary to consider whether a dish will suit So-and-So, and, if it does, what to have as an alternative, because the menu will surely find disfavour with some other guest who happens to be present at the same time."

**Altering Their Diet.**

It is extraordinary how eager some women are nowadays to alter their diet without knowing anything about the right choice of food in relation to health.

"Civilized man has no instinct for choosing the right kind of food," says Dr. R. H. A. Plimmer, professor of chemistry in the University of London at St. Thomas's Hospital Medical School, who has collaborated with his wife in writing "Food and Health." "His likes and dislikes are not a reliable guide among the overwhelming abundance of artificial products which are offered to him. If we want to find races with splendid physique and health, we must look in those out-of-the-way corners of the world where geographical isolation or religious restrictions have caused the natives to adhere to the primitive diet of their forefathers—wholemeal flour, seeds, fruits and vegetables, often eaten raw with a good deal of milk and butter and little or no meat. On this diet they are healthy and live to an active old age."

In order to show which foods are body-building and necessary in a healthy diet, and those which serve only as fuel, and therefore should only be eaten in small quantities, a diagram headed "A Square Meal" has been included in this book.

**How Food is Spoilt.**

The need for fresh fruits and vegetables is emphatically pointed out. Dr. Plimmer is very much against the common practice of adding soda to vegetables to retain their colour while cooking. Boiling for a short period, he states, has a less harmful result upon vitamins in food (which are so essential to health) than slow cooking at a lower temperature, and he does not approve of vegetables being stewed. Twice cooked foods, such as re-cooked potatoes, are practically valueless as a source of vitamins. Fresh fruit and vegetables are much to be preferred to those which have been stored for some length of time.

The housewife's responsibility in providing the right foods for her family is a grave one. Dr. Plimmer deplores the present-day habit—for the sake of convenience—of replacing natural foodstuffs with less perishable foods, and declares that the health of the nation must suffer severely from the effects of a chronic slight shortage of one or more of the essential vitamins.

**Britain and Yugo-Slavia**

If Great Britain does not always see eye to eye with Yugo-Slavia in political matters—and that may largely be the fault of Yugo-Slavia—the British show a keen economic interest in the country, which is worthy of response. The conclusion of a new treaty ought to dispel much of the prevailing mistrust in Great Britain against Yugo-Slavia. In any case, economic circles in Yugo-Slavia await with the greatest interest the conclusion of a commercial treaty which would draw the two countries more closely together. Belgrade "Zelting."

**Ms. Find Disputed**

BERLIN—The announcement made that Professor Nicos, B.S.S., of the Greek Legation in Berlin, had discovered a fragment of the famous Codex (ancient MS. in book form) Sinaiticus, the incomplete fourth-century manuscript of the Greek Bible, which has been in the library at Petrograd since 1859, created a flutter in the learned world here. Another scholar, Professor Degering

ed for a 12-hour run in less time than it now takes to fill a petrol can.—Glasgow-Weekly.



**What Germans Eat**

(By ROTHAY REYNOLDS). BERLIN—"The German displays a preference for everything which comes from the swine," writes Dr. Geno

Ohlschlaeger, who has been trying to find out what are the favourite dishes of his fellow-country.

The doctor began his researches at the Reichstag; for, as he justly points out, the members represent not only the political views but also the gastronomical tastes of Germany.

A question put to the manager of the Reichstag restaurant brought the unhesitating reply that what the members like above all else is knuckle of pork with sour cabbage.

The answer strengthened the view which I formed long ago that Germans are at present at the stage of civilisation which we reached in the reign of Queen Elizabeth. In her time knuckle of pork was a favourite dish in Eng-

land. Marlowe makes Gluttony in the masque of the seven deadly sins in Dr. Faustus declare that her father was a knuckle of pork.

I once ordered this dish in a Berlin restaurant and the waiter set before me a long, thin joint with enough meat on it for a family. The mere sight of it took away my appetite; but probably that fine old Englishman Sir



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John Falstaff would have gobbled up the lot with as much gusto as a modern German.

Dr. Geno Ohlschlaeger does not spare his countrymen's feelings. "It is perfectly clear," he writes, "that the Berliners and, indeed, Germans in General attach less importance to the quality of their food than the people of any other country. All experts with international experience agree that for the German the chief thing is the quantity of the portion he receives and that both at home and in restaurants one can give him food which in other civilised countries people would not dream of eating."

He might have mentioned that there

are restaurants in Berlin which advertise that every customer will receive an entire pound of knuckle of pork.

**"Pete," The Monkey Is A Social Soul.**

By CY HUNGERFORD



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