

THE AUTOMOBILE

Ventilate Your Garage.

Cold weather "don'ts" of the past have been increased this year with a new one by the ventilation experts. It is that you make sure your garage is properly ventilated or your relatives may have to call an undertaker. Deadly carbon monoxide, a poisonous gas given off by automobile engines in motion, has taken a big toll of human lives in the past in the case of chauffeurs or car owners who failed to realize that working in a poorly ventilated or closed garage with the engine running was really as foolish as "blowing out the light" in the good old days.

New discoveries of the virulence of carbon monoxide recently have been made by Prof. Yandell Harrison and other engineers working to solve the problem of "ventilation" for the proposed vehicular tunnel under the Hudson River. Among their tests was one to show the effect of the gas when it is confined in closed spaces. A summary of their observations, with particular reference to garages, appears in *The Journal of the American Medical Association*.

It is shown that if the quantity of carbon monoxide in air did not exceed three parts in 10,000 no physiological effects were produced. Between three and six parts to the 10,000 the effects were hardly perceptible. Above that, headache and nausea were induced, increasing in severity with the rising of the ratio and when it reached 15 to the 10,000 life was in jeopardy.

Motor car owners and operators are warned that an engine emits a square foot of the deadly gas a minute when in motion, and in three minutes the air in a closed garage is surcharged to a sufficient degree greatly to imperil

human life. The victim falls unconscious before he realizes he is in peril and death is the outcome unless he is speedily rescued and brought into the open air.

Brake Adjustment.

When the car owner has installed on his vehicle a winter body of any type he should remember that he has added considerable weight to the vehicle. For this reason it is necessary that he carefully adjust the brakes to care for the added burden. Neglect of this obvious precaution causes many minor rear-end collisions in city driving and may contribute to serious accident.

Hints for Driving in Cold Weather.

"Winter care of the motor car is a pertinent subject of the season," says an expert. "With the approach of the time when winter weight underwear makes its appeal, motor cars, too, call for heavier clothing. Many devices for keeping the heat in and the cold out are available to the automobilist. Radiator and bonnet covers and shutter devices for the cooling systems are to be had in various states of elaborateness. They can be had in cloth, leather and metal, according to the demand of the temperature and the pocketbook of the car owner.

"Another winter precaution is taken with the cooling mixtures. Water alone will freeze, therefore it is necessary to add alcohol and glycerine to the radiator's contents. If calcium chloride is used it may be dangerous to the metal in the radiator, as this salt will set up a chemical action. Draining the radiator and putting in a supply of alcohol, glycerine and water will stop freezing."

The Empire's Greatest Sea Story

Old Sea-Warriors, Whose Daring Made Britain "Queen of the Seas," Never Did Anything Finer Than the Glorious Feat of Stopping Up the Bolt-Holes of the Enemy Raiders During the Great War.

One of the most splendid, desperate, and truly British feats of the Great War is vividly dealt in a recently published volume, which gives to the admiring world an authentic account of the blockading of Zebrugge.

In 1917 the submarine blockade was going strong; raids by light craft on our coastal shipping and seaports were annoying if not successful; moreover, the enemy had their depot ready to hand—the occupied Belgian ports of Zebrugge and Ostend.

A suggestion had been put forward for the blocking of Zebrugge in the previous year. But it was not until the end of 1917 that the plan was definitely formed and passed by the Lords of the Admiralty. They laid down a well-thought-out scheme for the bottling of German craft in these harbors, and closing them against the entry of others.

The Armada of 1918.

The whole story of the great scheme is fully told by Captain Alfred F. B. Carpenter, V.C., R.N., who commanded H.M.S. *Vindictive* during the heroic operations. It is impossible in one single article even to deal with it briefly. But the part played by H.M.S. *Vindictive* epitomizes the spirit of the deed.

Altogether 162 vessels took part in the raid. Among them were the *Vindictive* herself; submarines loaded with explosives to blow up the railway viaduct leading to the Mole; blockships full of cement, which were to be sunk in the channel of the port; motorboats to operate the smoke screen; monitors to bombard from the sea; and all sorts of craft to help in as many different ways as there were vessels.

Even the heaviest guns on the northern flank of our armies in Flanders were to be used, to stimulate the opening of a land attack.

All this great Armada successfully approached one of the strongest coast positions of the enemy, and carried out perhaps the most daring plan ever conceived.

Victory in the Balance.

"One can picture the situation as seen from the Mole itself," writes Captain Carpenter. "A hostile vessel suddenly loomed out of the fog at point-blank range, the intense excitement which resulted, the commencement of fire, the bursting of shells on the wall, the ardent desire to hit something as rapidly and as soon as possible."

At one minute past midnight the *Vindictive* actually arrived alongside the Mole, the force of the bump being taken by the specially constructed fender on the port bow. Under a perfect storm of fire, she lay there waiting for her assistant, the *Daffodil*, to push her closely against the Mole and hold her there.

When the landing parties reached the Mole, they were to have been met by the men but they met with no success. The supply pipe of cement, which was to be blown by the explosion of a shell; but this was not to be until many gallons of high explosive oil had been squirted into the tanks. If a spark had set off this there would have been a

very different story to tell regarding the fate of the *Vindictive*.

Destroying the Viaduct.

Immediately the gangways which had been provided were in position a party of seamen stormed the Mole. Their first business was to secure the ship to the wall by means of grapples and anchors. But, owing to the heavy swell, these failed to answer their purpose. Hence, throughout the whole affair, the *Daffodil* had to hold the *Vindictive* in place.

The high outer wall of the Mole, towering above the upper deck, now protected the hull of the vessel from gunfire. The *Vindictive's* guns in her fighting-top were directing a murderous fire into their special targets, chief among which were the heavy gun battery on the broad part of the Mole and the lighter battery on the lighthouse extension.

On the inner side of the Mole was berthed a German destroyer, immediately abreast the *Vindictive*, and our guns riddled the German vessel through and through.

The *Vindictive's* fighting-top received great attention from the enemy guns, and presently a tremendous crash overhead told that a heavy shell had made havoc there. It had wrecked the whole fighting-top and killed all the personnel save two gunners, both of whom were severely wounded.

The only survivor who was not completely disabled, without a thought for his own wounds, carried on the fight with the remaining gun until a second shell put his gun and himself completely out of action.

Howitzers in the *Vindictive* now began their work, directing their shells upon the enemy's batteries less than a mile away.

A few minutes after the storming of the Mole had commenced, a terrific explosion was seen away to the westward. Nothing could be heard of it on account of the terrific noise of the gunfire and the shells exploding in and around the ship.

But the gallant crew guessed at once, and rightly, that the submarine party had attacked the railway viaduct leading from the shore to the Mole. The flames shot up to a terrific height; the viaduct was cut clean through.

Within about half an hour after midnight the *Vindictive* had completed the greater part of her mission, the diverting of attention from the blockships. But the ship was still being hit continuously and her inferno showed no signs of abatement.

Every available space on the mess-deck was occupied by casualties. Yet so great was the spirit of the men that when Captain Carpenter shouted out to them that everything was going splendidly, and that the blockships had passed in, they cheered.

On the Mole itself the landing parties were fighting grandly. There they had against them a highly-perfected system of trenches and barbed wire. "The terrific noise, the darkness, the bursting of shell and hail of machine-gun bullets made it exceedingly difficult for any one individual to make such observations as would lead

to a connected account of the fighting on the Mole itself."

Not Every Woman Knows Enough About Her Nose



Only a very small portion of powder should be necessary if the toilet of the nose is regularly taken care of.

THE most prominent and distinguishing feature of the face is undoubtedly the nose, and yet it is one that is apt to be most neglected. There is really no good reason why the skin of the nose should not be kept as fine and clear as the rest of the face, but in many cases an otherwise pretty and attractive face is utterly spoiled by unsightly nostrils, enlarged pores, superfluous hair or a nose that is excessively red, shiny, oily or otherwise disfigured. In most cases it can be overcome by a little daily care.

In infancy a poorly shaped nose can be moulded into perfect proportions while the bony part is still soft, and even in maturity a great improvement can be made by a practical regular massage, provided there is no deformity, in which case a reputable surgeon should be consulted.

Among the most common afflictions is that of an unusually red nose. In many cases this can be traced to a faulty digestion, either over or under eating. When the stomach is empty the nose is apt to become very red; therefore it is well to immediately take some nourishment when this condition is noticed. A glass of hot water or hot milk will be found most beneficial. Also strict attention should be given to the diet. Plenty of beef, mutton and fresh vegetables should be eaten, but only a small supply of sugar is advised.

Upon the condition of the nasal passage depends to a great degree the quality of the speaking voice, the nose being a very important factor in tone production. If the nasal passage is not kept free and open the result is an unpleasant tone known as "nasal."

Exercises for nose breathing are of great value. The following is very simple and should be practiced at least four times a day, in the open air if possible. Put one finger over one nostril and inhale slowly through the other; then place the finger over the other nostril, exhaling through the nostril that was first closed.

Broadened nostrils are also most easily and with daily care may easily be remedied. Close the nostrils at the base with the finger tips and breathe gently through the upper part, exhaling in the same manner. When there is a tendency for the corners of the mouth to settle at the base in the little creases the face should be gently and regularly massaged at the base of the nose to eliminate the hard lines that are apt to form from the nose to the corners of the mouth. If the nostrils are thick or too open gently but firmly press them together with the finger tips.

Enlarged pores may be overcome first by using a good cold cream at night and washing the surface with warm water in the morning. Before applying any powder use first an astringent, followed by a small quantity of vanishing cream. This will make a base so that only a small quantity of powder is required and at the same time the skin is being nourished and refined.

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Stories of Famous People.

Here is a true story, straight from Southampton. An American Government official went on board a big liner the other day, made a tour of inspection, and fell into conversation with one of the passengers. The passenger was so interesting that the American official asked him, just before he left: "What's your line of business?"

"Oh, I'm in the Navy!" replied the passenger.

The American came ashore, the ship departed, and the American asked a dock official who had been near by, whether he knew the name of the passenger.

"Don't you know?" came the reply. "That was Admiral Beatty."

Perhaps the American had some excuse. Most famous men are modest.

Lord Beaverbrook has written a book on "Success," which is certainly good value for its price of a quarter! But can we learn to be successful from books? We are told of a boy who scrapped advice and became a Cabinet Minister; and of another who took advice and ended his days sticking stamps on to envelopes.

And Mr. Justice Darling, in his speech on November 9th, said that to-day, even as in the days of old, some of the people who counted most couldn't write!

Evidently Lord Beaverbrook believes strongly in health as an aid to success. Among his aphorisms are these:

"A man without a digestion is likely to be a man without a heart."

"The Lord Chancellor has the priceless asset of the most marvellous constitution in the British Empire."

"No man is more careful of himself than the Prime Minister."

A famous doctor once told a patient that, if he wanted to be successful, he must be healthy, and if he was healthy he wouldn't care whether he was successful or not!

Lord Beaverbrook's reference to Mr. Lloyd George and to the care which he takes of his health lends color to a story I once heard about the British Premier, which I did not believe. Perhaps I do not believe it yet, but it tallies, at any rate, with this aspect of Mr. Lloyd George.

He was suffering—so runs the story—from a severe chill, and instructed his household that he was only at home to his doctor and his King.

Next day, feeling slightly better, he said that Cabinet Ministers could call.

On the third day, his improvement being maintained, he was ready to meet ordinary M.P.'s.

On the fourth day, his indisposition having dwindled to a slight cough, he intimated his hope that anybody within reason would soon be admitted. Getting wind of this, a Labor deputation called at No. 10 on the fifth day.

But the guardian of the door was ready for them.

"I regret Mr. Lloyd George cannot see you to-day," he announced solemnly. "He has a snuffle."

When Marshal Foch arrived in New York he travelled to Kansas City by special train to attend the convention of the American Legion. There were many incidents along the way.

For example, there was the woman at the station platform in a little town in Indiana. She had managed to get away up front near the observation end of Foch's special train. The train paused less than a minute. But she rushed past the policeman and the sacred service men to thrust into the French soldier's hands a potted geranium.

"My boy died near Soissons," she told the Marshal. "Will you plant this flower when you get back home? He was a gardener and raised beautiful geraniums."

That night someone moved the geranium into the baggage car. Foch missed it in the morning and made inquiries.

"Fetch it back," he ordered when informed that it had been taken out of his way. "I shall attend to it myself because I intend keeping it alive and planting it in my own garden for that woman's boy."

The oldest university in the world is in China. In that country, says a recent writer, scholarship was held in high regard in the days when European nations were just emerging from savagery.

The White Deer Grotto University in Kiangsi province, four hundred miles up the Yangtze River Valley was founded in 960 A.D. and antedates Salerno, the oldest European university, by some time. As a school it was opened about 900 A.D. It received its name from a famous poet, Li Po, who early in the eighth century came with his brother to the lovely spot where the university was afterwards built.

Li Po had a white deer that earned for him the name of Peh Lu Si-en-sen, or White Deer Gentleman. He and his brother made their home in a cave that has been known ever since as Peh Lu Dong, the White Deer Grotto. In the fourteenth century a large of the deer, hewn out of stone, was placed there, and there it remains to this day.

Proof Positive.

"Yes," said Hawkins, who had purchased some old silver at an auction, "this is the old Hawkins family plate."

"Indeed!" said his guest. "But surely this is an 'A' engraved on it?"

"Is it? Oh—er—yes, of course! The original 'A' was engraved in English you know."

When the Japanese Prince Swims.

The Crown Prince of Japan, now regent on account of his father's illness, has one thing in common with the Prince of Wales—he is fond of sports, and by a course of careful physical training, in spite of his slender build, has developed a strong physique.

The poor health of the emperor caused the greatest experts and specialists of the land to map out a course of physical training for him, which army and navy officers were bidden to see was faithfully carried out. So the prince has learned to become a good rider, a fencer in the Japanese fashion and a swimmer.

Of course, when he went swimming it was an affair of state, and so, especially when he was learning, it was no uncommon thing to see a number of middle-aged men of high degree standing up to their waists in the sea, holding a rope round the place where the prince was to swim so that the hope of Japan might not get beyond his depth. It is not related what precautions were taken when he was playing tennis or baseball, two sports of which he is said to be fond, but when he was at the bat in the latter game the pitchers' lot must not have been a happy one. One fears that curves or twisters must have been taboo for fear they might hit the royal head.

The Crown Prince is also a wrestling fan, frequently visiting the great contests at the Kokugi-Kwan in Tokio, which is evidently something like the National Sporting Club in London, where the Prince of Wales goes to see big boxing bouts.

Be sure your match is out. Pinch it before you throw it away.

One of the most encouraging statements that have come out of Europe since the war is Premier Briand's declaration that: "This Government (the French) has confidence in the Government of Dr. Wirth. The undertakings made by the present German Government have been fulfilled."

The greatest problem in the fine art of living is to get out of the human machine the maximum of service with the minimum of friction; and this can only be done by so disciplining the mind that we can relax or turn on and off our brain-power at will, and concentrate it with all the energy of our being upon the thing in hand. Concentration is the key to power, the secret of achievement but the man who cannot concentrate on play as well as on work, has not mastered the secret of real living, or, for that matter, the secret of maximum excellence in work.

Men say: "To-morrow I will do this thing."

Headless of ruin on its whirlwind way,

Forgetting that To-morrow's reckoning is with To-day.

High heels, of exaggerated proportions, may cause curvature of the spine and other ills.

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