

## HINT OF GREATEST INDUSTRIAL WAR

Washington, Oct. 24.—What may prove one of the greatest industrial battles in history was believed by some observers here to be forecast by the announcement today of Samuel Gompers, that a conference of the heads of the 112 international unions affiliated with the American Federation of Labor would be held in Washington "in the near future" to discuss present and pending disputes.

New York, Oct. 24.—Plans for assessing the organized clothing workers of the United States and Canada to support the steel strikers will be discussed tomorrow by William Z. Foster, secretary of the steel strikers' national committee, and officers of the Amalgamated Clothing Workers of America, it was announced tonight by Amalgamated officials. It was stated that an assessment which will insure the strikers' great financial support for the duration

of their contest with the steel trust would probably be raised.

Ottawa, Oct. 24.—It is stated here that the Hon. C. W. Robinson will go to the International Labor Conference at Washington on behalf of New Brunswick. Only four Canadian National delegates are permitted, and they are to be: Senator Robertson and Hon. N. W. Rowell for the government, S. R. Parsons for the employers and P. Draper for the employees. In addition the provinces and the various groups can send advisors. It is in that capacity that Hon. Mr. Robinson will be going.

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The "Twenty-Two" Coat

THIS coat that keeps out the water all the time. This coat is made from heavy material, finished with a special collar. It is fastened at the top of your pants with a special button. It is every day's wear. It is made from the same material which makes the "Twenty-Two" Coat. It is made from the same material which makes the "Twenty-Two" Coat. It is made from the same material which makes the "Twenty-Two" Coat.

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BRANCHES IN THE LEADING CITIES

### FORD INVENTS FAST MOTOR STREET CAR

Seventy Miles an Hour, He Declares—From Detroit to Chicago Ahead of Wolverine Flyer

Detroit, Oct. 23.—An internal combustion engine to be used on street railway cars upon which Henry Ford has been working for several months has been completed, and with it he expects to revolutionize transportation by the street railway and interurban route.

It had its first try-out in the Ford experimental shops at Dearborn.

Both Mr. Ford and his general manager, Charles E. Sorensen, said they were delighted with the first test and confident that their conservative estimates as to power and speed will be considerably exceeded. Henry Ford said: "I am convinced that this motor will make it possible for cheaper and faster transportation." Charles Sorensen said: "Mr. Ford and I have worked long and hard to get a finished job which will cut weight 50 per cent. We have won."

Present plans call for the sending of the first street car over the Michigan Central tracks at the speed of seventy miles an hour. It will leave just ahead of the Wolverine flyer, the fast train between Detroit and Chicago, and race it for a time record. The test will probably be made within forty days.

**New Type of Motor.**

The power unit which will move the car represents a new combination of functions. It is a motor, an air compressor, an electrical generator and a heating and lighting plant all in one.

All operations necessary for the control of the car are centred in the motor. And all this is accomplished with a 75 per cent. reduction in weight as compared with the power and control equipment of the ordinary electric car.

The motor is of the double opposed type and generates its own electricity for ignition and lighting. Opposing pistons are linked to the same throw and entirely new designs of linked rod are used.

The power that moves the car also compresses the air for the brakes, and generates electric current for the lighting and signal system, while a fan, bolted to the front end of the starter draws air in through the housing of the motor, where it is heated and then exhausted through heating pipes to warm the car. This point—the heating of a car by motor exhaust—is very interesting.

Front and Rear Drive.

Another feature of the new car will be the front and rear drive, the power being transmitted by light flexible shafts to both the front and rear trucks.

The power plant of the new type of car weighs about 1,150 pounds. The whole car will weigh, when completed, about seven tons, as compared with the twelve to fourteen tons of the present type of electrically equipped car.

The rate of speed to be produced will depend entirely upon the rate desired. The car can make seventy miles an hour. It is a matter of gearing to reduce that to whatever rate of speed the regulations of a city or an interurban line may call for. There will always be excess power available.

Several cities which have street railway problems have invited the Ford people to demonstrate the cars on their streets.

A feature which will appeal to cities which have hilly streets is the hill climbing power of the car. It can ascend a 3 per cent. grade at twenty miles an hour on high. The car is equipped with both air brakes and foot brakes.

## A Feast to the Eye is the Post-War Maxwell



A NOTED artist, whose income is sufficient to provide him with a Rolls-Royce, took one look at the Post-War Maxwell and remarked: "It's a sun-down!" Which is art slang for saying, "It's a beauty."

This artist then went to the telephone and placed his order for one.

But the real great beauty of the Post-War Maxwell was hidden from the eye of this noted artist.

He did not know about the vast improvements made in the chassis, how the electric system has been made well nigh faultless, how a heavier and masterly rear axle has been used, how Hot Spot and Ram's Horn have given the engine a new efficiency, how the emergency brake has been set up on the transmission shaft, nor a score of others that would make a "mechanical mind" forget his dinner.

It's a greater Maxwell than any of the 300,000 of the same type that grace the highways of the world.

Though a respectable sum has been added in value, the price is only \$1395 f. o. b. Windsor.

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### DRINK "B" BRAND CIDER

THE HOME-WORK PROBLEM

(Boulder City Star)

Some teachers complain that with the wide variety of the present day curriculum and the over-crowded classes in many schools home-work is absolutely necessary if the pupils are to be kept up to schedule. No doubt there is much in this contention, but the argument might be removed by a revision of the curriculum that would eliminate some of the more or less foolish subjects now taught. Many contend that children are loaded down with a number of courses that really mean little to them except over-work, and that could be dispensed with without injury to the scholar's chances in life. With the curriculum lightened there would be more time in school hours for work on "regular" subjects. This, in itself, would be an important factor in cutting down the need for home-work now said to exist.

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