

NEW GOODS

Curry Combs.
Padlocks.
Wall Mirrors.
Sink Plugs.
Alarm Cash Tills.
Manicure Sets.
Chair Seats.
Paper Plates.
Dairy Churns.
Turn Door Bells.
Rubber Hose (Plain).
Furniture Knobs.

Rubber Mats.
Cash Boxes.
Hammer Handles.
Toilet Paper.
Food Choppers.
Shoe Knives.
Enamel Sinks.
Sole Leather.
Kitchen Tables (Special).
Steel Wool.
Rubber Hose—
(wire bound).
Mendets.

SPECIAL!

GLASS
CASTER HOLDERS
to protect your hard-
wood floors & Linoleum.

Plate Boxes.
Whips.
O'Cedar Oil.
Socket Wrench Sets.
Kitchen Taps.
Galvanized Nails.
Vertical Post Drills.
Waste Paper Baskets.
Sponges.

PRESERVING

We have a full line to
select from: Spoons,
Covers, Jars, Measures,
Skelets, Rubber Wash-
ers.

EXTRA!

(See Window)
A Special Lot
AUTO STROP RAZORS
and Accessories.

Galvanized Buckets.
Forges (Portable).
Cartridges.
Sash Curtain Rods.
House Pails.
Paint Brushes.
Shovels (long and short
handles).
Vertical Bench Drills.
Spring Clothes Pegs.

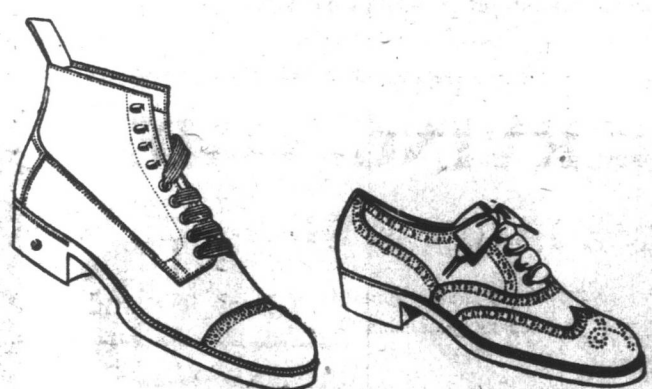
SHOOTING

Only 4 weeks and the
Shooting Season will be
on. SEE OUR WIN-
DOW DISPLAY. Every-
thing showing Monday,
August 25th.

G. Knowling, Ltd.

aug 29, 26, 29

K Famous English Footwear



Ladies and Gentlemen, secure a pair of this
wonderful "K" Brand Shoes, and

Solve Your Shoe Troubles

for at least a year.
In stock, Ladies' and Gentlemen's Black and
Tan Brogues; also Gentlemen's Black and Tan
Boots in assorted Leathers.

F. SMALLWOOD,

THE HOME OF GOOD SHOES
218 & 220 Water Street, St. John's.

It's Worth Remembering

That for a five dollar bill we will issue to all travellers
a special \$5,000 policy good for one year on steamers,
street cars, trains and elevators.

A splendid policy that pays for any loss, from a
finger or toe up to life itself.

PROTECT YOUR LOVED ONES.

U.S. FIDELITY & GUARANTY CO.

J. J. Lacey, Field General Agent.

Forty-Five Years in the Service of
the Public—The Evening Telegram.

Where is the Automobile Going?

AN EXPERT'S FORECAST OF IM-
PROVEMENTS IN THE NEXT 25
YEARS.

By LESLIE V. SPENCER, M.E.
Where is the automobile going?
What sort of motor vehicles will
the drivers of the future operate?

At the rate of development main-
tained during the last 25 years, the
motorist of 1950 will laugh heartily
at our finest gasoline creations of
to-day, just as we cast an amused
eye upon the horseless carriages of
1900, with their funny dashboards,
their chuggy engines underneath, and
their short wheel base. For undoubt-
edly the forces that have developed
the motor-car to its present degree of
perfection will continue their influ-
ence.

The quality and price of fuel, for
example, will play an important part
for gasoline transportation units
always must take the fuel problem
into consideration. Then, the demand
for power along with small bulk and
low price must be reckoned with.
Comfort, dependability, utility—these
also are controlling factors.

Each year sees a greater tendency
toward making cars easier to drive
and simpler to handle. Beginning
with the self-starter some years ago,
development along lines of simpler
operation has been marked, until to-
day cars are very easy to handle, even
by the frailest woman driver. Steer-
ing gears have been refined in every
particular, gears have been studied
closely with the idea of bringing the
shifting down to the least arduous de-
gree possible. Pedal actions and ac-
celerator mechanisms have been ar-
ranged so that brute strength is not
essential to efficient handling. All
these factors have tended to bring
motor-car operation within reach of
an ever-increasing number of per-
sons.

Yet there is still much to be done
along these lines; for, after all, with
most cars, it is still necessary to shift
gears around to change from one
speed to another. Undoubtedly the
day is not far off when there will be
none of the manual gear lever man-
ipulation almost universal in gasoline
cars to-day. Some form of automa-
tic or semi-automatic change of speed
ratio is in the offing. It will not
be a tacked-on mechanism to go
through the motions required at pres-
ent, but it will be an integral part of
whatever type of gearing is used.

Looking a little further into the fu-
ture, undoubtedly we shall laugh
whenever we inspect cars with any
sort of intermediate system of gears
at all. The gasoline engine of the
years to come will run so smoothly
and have such a nearly continuous
flow of power that such a thing as
drive through gears will be unneces-
sary.

Steam cars to-day do not need gears
because the steam engine de-
velops a steady power flow at any
speed, whereas the power of a gaso-
line engine is intermittent. As gaso-
line engines have developed, however,
they have approached nearer and
nearer to the constant torque of the
steam engine, and it is logical to ex-
pect this development to continue.

This will mean an entirely new sat-
isfaction in driving. It will mean
that you will simply start your en-
gine, move a connecting lever while
the clutch pedal is depressed, let in
the clutch and proceed, governing the
car's speed simply by the accelerator
and the judicious manipulation of the
clutch pedal.

There will be no shifting of gears
back and forth, for there will be no
gears to shift. The drive will be di-
rect from the engine to the rear axle,
just as a great many racing cars are
built even now.

Already we have hints of changes
in gearsets. One prominent make of
motor-car is one with a gearset that
effects changes of speed between driv-
ing and driven shafts without mesh-
ing any of the gears. This means
less shifting trouble since one of the
chief difficulties in shifting gears
without grinding is that teeth of one
gear actually must slide into engage-
ment with those of another.

In the new gear mechanism refer-
red to, an ingenious shifting of keys
is effected, the shaft thus picking up
the desired gear, which is never out
of engagement with its mating gear.
The motions of gearshifting are gone
through with just as with any other
gearset, but the resulting movement
of the parts is not the same. This in-
teresting development is, without
doubt, the forerunner of a new order
of things in the transfer of the power
from engine to rear wheels.

The entry of non-transmission ve-
hicles into the field may be along with
multi-cylinder engines such as we
have not yet seen. One way of bring-
ing about greater motor flexibility is
to increase the number of cylinders.
Although so far we have not gone
beyond 12 cylinders in commercial
cars, it is not at all improbable that
the gasoline engine of 1950 may have
24 or 48 little cylinders so arranged
that the power impulses come with a
frequency that will be the next thing
to continuous flow.

In that future day when there are
no gearsets at all, cars naturally will
be much lighter and simpler. Sim-
plification means increased efficiency
and dependability. The simpler the
mechanism, the cheaper it is to manu-

facture, and the less the public has
to pay for it.

Also, when you reduce the number
of parts, with consequent reduction in
weight, you make a car cheaper to
run. Less weight means less power
required to operate the machine, and
hence less fuel cost. In it, therefore,
too much to say that we are almost
on the threshold of the era of cheaper
car operation as well as cheaper
cars? Even if nothing is done save
to cut out gear mechanisms, this era
is assured.

Another factor that has its in-
fluence on reduction of weight is the
constant progress in metallurgy.
Metals used to-day in car construc-
tion are far in advance of what they
were a few years ago. The Ford car,
for example, would not be possible at
the price nor the weight if the pres-
ent vanadium steel alloys were not
used most extensively. Alloys with
aluminum, many of which have been
perfected within the last few years,
mean lightness with real strength, a
most desirable combination.

We are certainly nowhere near the
ultimate in the development of com-
bustion engines of every big concern em-
ploying metals constantly are trying
to come nearer to the ideal type of
metal alloy for and given purpose.
Perhaps in no industry is this activity
more pronounced than in the field
of car building.

The cost of gasoline is going to
force the development of engines
which will efficiently use heavier oils
that can be purchased for less money.
Fuel oils that cost from five to
seven cents a gallon are not adapta-
ble now for motor-car use, but the
days ahead will undoubtedly force the
development of power plants that will
run on such cheap fuels.

One of two things soon must hap-
pen if internal-combustion engines
are to keep other types from crowd-
ing them out as the means of motor
car propulsion. Either present-day
gasoline must come down radically
in price, which seems highly improb-
able, or cheaper oils must be brought
into use. As the number of cars in-
creases, competition and public in-
sistence will force engineers and in-
ventors to develop ways and means
for cheaper car operation.

Think what it would mean to the au-
tomobile public if every gallon of oil
brought from the ground could be
used in nearly its crude state in the
operation of cars! Perhaps going all
the way back to the oilwell is too
big a step, but at least the type of
oil now used by ships and for similar
purposes ought to come eventually
into motor-car use—a step forward
that means almost unbelievable ad-
vance.

But when the day comes that we
have direct-drive cars propelled by
heavy-oil engines, then we shall have
gone as far as we can along the inter-
nal-combustion-engine path. With
the rapid strides electricity is taking
scientists and engineers predict a
day when we shall have wireless
power transmission for automobiles.
The air will be filled with tremen-
dous electrical energy from power
stations, perhaps municipally oper-
ated. Each user of such power will
have some sort of collector device,
and he will be licensed and charged
so much a month, say, depending
upon what amount of electric en-
ergy his intake meter indicates he has
drawn from the ether.

The big factory will have its giant
collector of power; each automobile
will have, instead of an engine as we
know it, a collecting device in pro-
portion to the size of the vehicle.
Then from this collecting arrange-
ment the power will enter an electric
motor to drive the car.

Looking still further into the future,
one well can imagine the day of the
combined airplane and road vehicle.
Obviously, for short runs such a ma-
chine could be operated on its wheels,
but once out of the city, or other con-
gested area, it would stretch its
wings and take to the air for long-
distance hops. All one has to do to
realize that such development is pos-
sible is to think back a hundred
years. Do you suppose the wise-
heads of 1824 dared risk their necks by
predicting any one of the mecha-
nical marvels we think commonplace
to-day?

But coming back to the near fu-
ture, I think we can safely say that
the open car, as we know it to-day,
will be discarded. Every car built
probably will have some form of con-
vertible body, making it a simple
matter to open it or close it, de-
pending upon the weather. Dis-
appearing windows, doors, and side
panels to convert the body already
are on the way.

The demand for cheap, quick trans-
portation probably is going to mean
the building of vehicles that are a
cross between the motorcycle and the
automobile—perhaps little three-
wheelers with light, smooth-running
engines. Such cars will be most
economical to buy and to run, and
very easy to manipulate in traffic.
They will be little one-seaters—or
two-seaters at the most—perhaps
with inclosed bodies to make them
independent of weather. They are a
needed utility, and they are undoubt-
edly right ahead.

**JUNIOR LEAGUE FOOT-
BALL**—St. George's Field, this
evening at 6.45. T.A. vs. B.L.S.
Gents 10c. Boys 5c. Ladies free.
Grandstand extra—aug 29, 31

GOOD-BYE

to the

American Bargain Store!

We Quit the Dry Goods Business

Prices Drop With a Crash!

Quick Action demands a Price Massacre.
Nothing so bold and daring in the way of Price-
Slashing has ever taken place in the City of
St. John's.

We've Ripped the Sides Out of High Prices!

SALE BEGINS SATURDAY

Middies A great variety. Selling out 69c each.	Black Hose 9c a pair.	Ties 11c each.	Skirts 98c each.
Children's Dresses 19c	Children's Sweaters 79c	Turkish Towels 17c each.	Children's Woolen Caps 8c each.
Misses' Dresses Sizes up to age 15, 63c	Men's Caps Values up to \$2.00. Selling out 79c each.	Ladies' and Children's Combinations 29c	Misses' Bloomers 19c
Cotton and Voile Dresses 88c	Silk & Tricolette Sweater Coats 2.29	Men's Soft Collars All sizes, 9c each.	Silk Camisoles Extra good quality, 89c
Ladies' Raincoats Selling out at 1.99 each.	One lot of Smocks Values up to \$6.00. Now 1.98	Men's Dress Shirts 98c	Ladies' Serge Skirts 1.79
Waists With Peter Pan Collar; exceptional value, 79c	Ladies' Hats Values up to \$4.00 for 1.10	Waists GEORGETTE & CREPE DE CHINE, 1.29	SELLING A BIG STOCK OF Ladies' Dresses, Suits and Coats from 2.98 up

We are giving up the Dry Goods game and are selling
out at a tremendous loss. This is your "GOLDEN
OPPORTUNITY." GRASP IT!

The American Bargain Store

12 NEW GOWER STREET

Next door to the American Boot and Shoe Store.

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