

*The Value of Automobile Accessories (Continued)*

it covered or refinished in one of any number of ways. Slip covers for summer are now made for practically every model of car; and it costs but little indeed to give your machine a brand-new body interior in this way. From the same manufacturer or dealer you can also purchase a specially designed radiator and engine hood cover to keep your motor warm in the bitterest winter weather. New light-weight and easily handled tops are also produced for various makes and models of cars, and there are a number of high-grade light-weight, thoroughly water-proof and wear-resisting top materials now on the market for the motorist who wants to fit his machine with a new and improved protection against sun and weather. Collapsible side curtains, with windows, designed to close thoroughly an open car for winter use are achieving popularity all over the northern part of the country. They are so designed that they open like a limousine door, and are apparently an accessory of wonderful convenience.

Car heaters—foot-warmers heated by the exhaust of the engine—are another form of winter comfort coming into wide use. An electrically operated hand-warmer placed on the steering-wheel is another notable accessory to comfortable winter driving. A steering-wheel that slides forward out of the way when you want to get in or out of the driving seat is another great convenience to motoring all the year around. Such devices—the list seems miles long, and any attempt to give it all would be futile—are made, it would seem, to meet the motorist's every wish and need. Most important of all, they do it cheaply.

One company makes a braided steel tow line, with convenient snaps on the ends, as a measure of preparedness against the past annoyances of breaking down or being stalled in impassable roads. The automobilist has long wanted a first-aid precaution of this sort that could be folded into a small space and that would yet hold any weight or strain. Automobile locks are now made, too, in various designs. There is one, for example, that renders the steering-wheel useless; another is a braided steel cable which locks in a jiffy around one of the wheels and the nearest spring. There are other good devices too.

Then there are engine-driven tire pumps that inflate one's tires quickly and without the strain of muscle-weariness back work. Tire testers, improved jacks, hand cleaners, wind-shield cleaners that actually keep the wind-shield clear, carbon removers, meters that show the heat of one's motor—all these devices are contributions of science and engineering skill that tend to make motoring what the automobile enthusiast of to-day knows it to be.

It is something more than interesting to observe that the enthusiast, the man who really gets the most out of his car, is the man who is first to equip his machine with the accessories that have proved themselves able to add so much to motoring comfort and pleasure. It means nothing more or less than that the accessories which are being produced to-day are thoroughly worth while. It isn't the real yachtsman who wears the yachting cap, any more than it is the real motorist who dresses himself up like a liveried chauffeur; but just as the real yachtsman has his boat equipped with every possible fitting for safety, convenience, and comfort, so the real motorist has his car equipped with the accessories that

## BY THE WAY

Mr. A. H. Griffith, who was private secretary to the late Lord Strathcona, was in a small party of war correspondents at La Bassée, France. He became exhausted and fell behind. The German sharpshooters perceived him. "They saw a large gentleman, dressed in golf costume, take off his golf cap, wipe the perspiration from his forehead, lean like an exhausted man against the pile of sandbags which formed the entrance to the trench, and settle himself contentedly for a rest, in full view of the German trenches." Mr. Griffith's unriddled body, says one of his companions, W. G. Shepherd, in "Everybody's," is testimony to the fact that the Germans "played cricket," as the English call it, that day. "Scores of them had a chance to kill the man in the golf costume, but some Teutonic phrase ran along the line that gave him his life."

"My West Indian maid," a woman subscriber writes, "is a match for the one mentioned in last week's Outlook. I told her to write down the name of any one who called, in person or on the telephone, while I was out shopping. I came back after she had gone for her 'afternoon out.' She left this note: 'There didn't nobody been.'"

To keep warm during long drives in severe weather a woman contributor to the "American Agriculturist" tucks an ordinary lighted lantern under the robes. "Care must be taken to have the flame turned low and see that no accident happens to the lantern, and there it is during the entire trip, a warm little furnace turning out many degrees of heat." Another simple device is to heat a thick piece of plank thoroughly and wrap it in old carpet; this is recommended as a foot-warmer.

The mundane immortality that is achieved by good deeds is usually of an anonymous character; if one wishes his name to be carried down through the ages, it is well to attach it to a plant or a pudding. The word "fuchsia" (from Fuchs, a German botanist) is an illustration of the fame given by a flower; and "Nesselrode pudding" gives the Russian diplomat Nesselrode his securest place in men's memories. The reflection is suggested by an advertisement in an agricultural paper headed "Lespedeza." "Good clean lespedeza seed" is the article extolled. Lespedeza is a variety of clover, and is named after Lespedez, a Spanish Governor of Florida in the eighteenth century, who but for this plant named after him would doubtless be forgotten.

"Is it worth while to take a Rhodes Scholarship and go to Oxford in war time?" is a question asked in the "American Oxonian." The answer given by a Rhodes Scholar is that it is well worth while, especially for medical students: "The opportunities for the medical student are at present unrivaled at Oxford, owing to the presence of large military hospitals. Any one who has begun his medical course ought to seize his chance like a shot, if there is a possibility of his getting a Rhodes Scholarship."

Apropos of the sailing of a ship from New York with Christmas gifts for the Pitcairn Islanders, a kind-hearted friend asks us whether he could send a weekly letter to some one of these lonely people. Inquiry of the postal authorities discloses the fact that mail is likely to be received at Pitcairn

Island only once a year rather than once a week, and that a letter must go by a devious route. It would first be sent to San Francisco, then to Yokohama, then to the island of Tahiti. There it would have to wait for some "tramp" or freighter that might think it worth while to call at this remote island in the South Pacific for trading purposes.

Thus the practical knowledge of Fletcher Christian, the leader of the first settlers of Pitcairn Island, is demonstrated. He desired to find a place so remote that the British Government would never discover him and his fellow-voyagers. Pitcairn Island, he reasoned, was so far out of the trade routes that his party would be safe from pursuit. The crew of the ship he had seized, the *Bounty*, with their Tahitian wives and a few Tahitian men, certainly found a safe refuge there; for twenty-five years elapsed before a British ship touched at the island.

A curious side-note to the history of the Pitcairn Islanders is found in the "Dictionary of National Biography." Fletcher Christian is commonly supposed to have been killed by the Tahitian men who accompanied him to the island; but the work named states that it is highly probable that he left the island on some whaling vessel and again found his way to England. Captain Heywood, one of the original crew of the *Bounty*, was, it is stated, convinced that he had met the redoubtable mutineer long years after, in the streets of Devonport.

The United States Government uses approximately thirty million pounds of paper a year; a sub-committee of the Congressional Committee on Printing reports that it would be advisable for the Government to manufacture this paper itself. Several newspaper publishers, it is reported, are planning to start paper mills of their own. The shortage of paper may thus become less stringent.

"I miss," said the political orator, as reported in the "Christian Register"—"I miss"—here he brushed away a not unmanly tear—"many of the old faces I used to shake hands with."

Memories of slavery days must come to the minds of many elderly people when they read a despatch telling of the escape from a German prison camp of a Canadian soldier. Bloodhounds, it is stated, were put on his track, but he threw them off the scent by scattering snuff in his footsteps. He got over the border into Holland, where some kind-hearted burghers gave him "the best meal he had had for over a year."

"When Henry had been with the James Flower Company nine months, his wages were increased. He received three dollars a week." This Henry's surname was Ford. He was then seventeen years old. On his fifty-second birthday a commission crossed the Atlantic to inspect his factories in Detroit. "They viewed 276 acres of manufacturing activity; the largest power plant in the world; 6,000 machines in operation in one great room; hospitals, rest-rooms, and a ventilating system that changes the air completely every ten minutes; and a man [the aforesaid boy] who wants every man in America to own an automobile." So says Rose Wilder Lane in her book "Henry Ford's Own Story."

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