

FREDERICTON INVENTOR IS GETTING ENCOURAGEMENT IN AUTOMOBILE WORLD

S. L. C. Coleman At Last Is Receiving Recognition of His Efforts — Company To Take Up His Proposition

Friends and backers of S. L. C. Coleman of this city will be pleased to know that he is making good in his efforts to promote an invention upon which he has been working for over twenty years, and on which he has for the past ten years been busy interesting automobile concerns in Detroit and other centres.

A late number of the Automotive Industries published at Detroit contains an editorial expressing appreciation of Mr. Coleman's invention, which it says, was tried out under most difficult circumstances and made good. Another article referring at length to Mr. Coleman's invention the air spring used in independent suspension, says:

A system of independent suspension on air springs combined with a backbone-type frame has been evolved by S. L. C. Coleman of Fredericton, N. B., Canada, and is being demonstrated to car manufacturers in the Detroit area at present.

The driving-gear housing is rubber-mounted between the side rails of the frame, and the axle tubes at their inner ends terminate in spheres K and L which are lodged in sockets on the driving gear housing. The chassis frame A is supported at the rear by a single central air cylinder which according to the inventor has a rate of 800 lb. per in. Of course, the rate of an air cylinder is not constant but varies with the position of the mov-

able member, and the rate of 800 lb. evidently refers to the rate under normal static load. However, since the air spring connects to the axle tubes between the ball joints and the wheels, this makes the rate of the frame suspension 200 lb. per in. In other words, if 200 lb. is added to the load directly over the rear axle, then the frame will drop 1 in.

In order to prevent unpleasant roll when one wheel passes over an obstruction, a torsion bar, is provided, which is linked to the axle tubes at one quarter the distance from the ball joints to the wheel centers. The chassis frame is freely supported on a longitudinal axis passing through the centres of ball joints on top of the air springs.

Since the rate of the air springs varies with its compression the length of the stroke has to be restricted. In the present design a drop of 6 in. of the chassis corresponds to a stroke of 3 in. in the air cylinder.

From the chassis side view it will be seen that the air cylinder is mounted at a considerable angle to the vertical. The result is that any given increase in vertical load corresponds to a larger increase in the load along the axis of the air cylinder. With increasing deflection, the angle of the air cylinder axis toward the vertical increases, which means that the load along the cylinder axis increases more rapidly than the vertical load, and

Of Interest to Women

FOODS DIFFICULT TO EAT Enjoy Them In Company

Baked Potato: This is usually broken in half with the fingers and held, one half at a time, in the fingers of the left hand. Take out the inside of the potato with a fork held in the right hand, and then mix butter, salt and pepper in it with a fork. Another way is to break it in half with the fingers and lay both halves, skin down on the plate.

this in part compensates for the rapid increase in the rate of the air spring at large deflections.

The air springs are said to be of original design and to comprise a built-in shock absorber. The axis on which the chassis is mounted on the air springs, passes through the centre of gravity, hence centrifugal force produces no moments tending to cause sway or roll. While the system of independent springing here described increases the number of articulated joints, most of the joints of this chassis are rubber bushed and are said not to require any attention. The rubber, moreover, has desirable damping effects and prevents the transmission of high-frequency vibrations.

For the backbone-type of chassis frame it is claimed that it can be built 25 per cent lighter than the convention chassis and is more resistant to torsional moments.

A well known automobile concern will immediately build a test shop to handle Mr. Coleman's invention which is now meeting with encouraging results.

Mix a little butter in a small part of one half—with a fork—and eat that. Then mix a little more and so on, always eating it out of the skin without turning it out on the plate. A third way—if you like to eat the skin—is to cut the two halves through and then again into several pieces with a knife and fork. Butter the few cut pieces with the fork held time up. Later on cut a few more pieces.

Finger foods: Many arbitrary rules for eating food with fork, spoon or fingers are stumbling blocks rather than aids to smoothness. The best rule is the obvious one: One eats with a fork or spoon foods that are messy and sticky; one eats with the fingers those which are dry. It is true that one should not eat French fried potatoes or—strictly—Saratoga chips, or bacon, or chicken wings in the fingers; and yet if a man is in his own house he can do this and ask for a finger bowl.

FRUIT CUP

A fruit cup plays a double role as we may start the meal with it or it may serve as a dessert. Make use of all the fruits available whether fresh or canned, let it stand for a little while to blend the flavors and serve very cold. Most fruit cups are improved by the addition of one of the citrus fruits. If nothing else is available use lemon juice. To my way of thinking, lemon juice improves any mixture of fruits. If you use it as an

appetizer at the first of the meal increase the amount of lemon juice and lessen the amount of sugar. A little garnishing goes a long way to add flavor and appearance. Try crushing a mint candy of whatever color suits your color scheme. Little cinnamon candies give that bit of red which most people like. Even a leaf of mint dipped in powdered sugar makes it look cool. Always remember, we eat with our eyes.

BLUEBERRY SQUARES

3 cups cooked blueberries, unsweetened.

¾ cup granulated sugar

1 ¼ cup all-purpose flour.

Juice of one lemon

Grated rind of one lemon.

Pinch of cinnamon

Pinch of nutmeg.

½ teaspoon salt

Pastry:

3 cups pastry flour

1 teaspoon salt

½ teaspoon baking powder

1 cup shortening

Cold water

To the hot berries add combined sugar, flour, lemon juice and rind, cinnamon, nutmeg and salt. Stir gently over low heat until mixture thickens. Set aside to cool. Blend pastry flour, salt and baking powder. Cut in shortening lightly and add cold water to hold ingredients together. Roll out to 1-4 inch thickness, and cut in 4-inch (Continued on Page Three)

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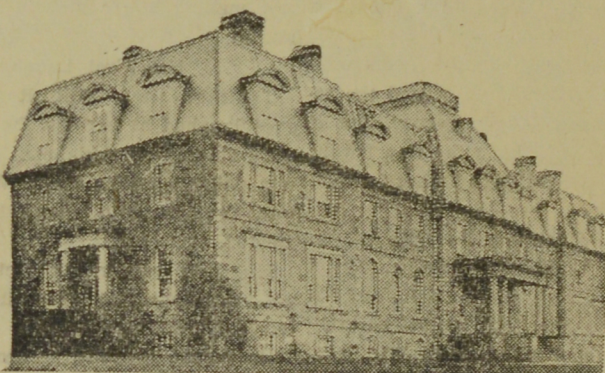
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