VALUABLE INFORMATION FOR AUTOMOBILISTS

New Ideas In Chains Spell Safety-First

Make Touring Over Muddy Roads or Wet Pavements Less Troublesome.

Ease in attaching skid chains, security after attachment, greater gripping ability, are three ideals introduced in the manufacture of the latest chain products for automobile tires.

All have the main purpose in mind of making touring over muddy roads or wet pavements safer and less troublesome.

Actual experience gave a wholesale grocery salesman an idea for a skid chain, for the patent rights of which he says he has had an offer of $100,000.

The salesman is Raymon L. Pepper, of Fairmont, W. V. He had to make daily trips over the rough West Virginia hill roads and on rainy days was stuck many times in the mud. He slipped and skidded over these highways until the big idea came to him.

It was the manufacturing of a skid chain with two additional chains passing through the cross-links along each side of the tire. The additional chain lines proved a great help in getting Pepper out of the mud and up the slippery hills. He has patented the idea and is manufacturing the chain.

Better grip is also included in the design of two popular chains, but the chief novelty about these consists in a lever-like arrangement by which it is easier to attach the chain to the tire.

By the attachment the chain is pulled tight and locked securely.

ROAD ROUTE

FOLLOW RED BAND

ST. JOHN TO QUEBEC BOUNDARY
Via Broad Road. Route 111A.

0.0	0.0	St. John, Foot of King St., follow same as Route III. to Westfield.
15.3	15.3	WESTFIELD CORNER. Keep straight River road to right to Fredericton via Route III.
16.7	16.7	Sagua Sta., C. P. R.
18.8	18.8	Turn right. Neripis Sta. C. P. Ry.
19.9	19.9	Danger Turns. Cross Stream.
21.1	21.1	Cross Bridge, Kings, Queens Co. Line.
23.0	23.0	Foot of big hill.
23.4	23.4	Bayard Siding, C. P. Ry.
23.5	23.5	Cross C. P. Ry.
24.5	24.5	Cross Bridge, Bra Neripis River.
24.6	24.6	WELSFORD CORNER, Keep straight. Douglas Valley road to Blissville left.
27.4	27.4	Fowlers Corner. Keep left, Gagetown road to right.
29.9	29.9	Cross Neripis Stream, danger.
30.3	30.3	Keep straight. Road right to Armstrong Corner.
33.1	33.1	Petersville Church.
33.5	33.5	Keep straight. Enniskillen road left.
35.7	35.7	End of Settlement.
38.7	38.7	Approx. Queen's, Sunbury Co. Line.
	39.4	to 40.3 Finnigan Hill, Rocky
40.3	40.3	Mersereau Brook.
41.5	41.5	Brizzley Brook. Bad bridge.
47.3	47.3	Geary Forks. Keep straight. Blissville road left.
47.3	47.3	GEARY FORKS.
54.2	54.2	OROMOCTO. From here follow directions of Route III.
65.9	65.9	FREDERICTON, City Hall.
	0.0	FREDERICTON City Hall.
129.3	63.4	P. O. WOODSTOCK.
	0.0	P O. WOODSTOCK.
141.9	12.6	HARTLAND.
145.0	16.7	PEEL.
153.3	24.0	EAST FLORENCEVILLE
159.4	30.1	BATH.
171.5	42.2	KILBURN.
178.8	49.5	PERTH.
179.0	49.7	ANDOVER.
	0.0	ANDOVER.
184.3	5.3	AROOSTOOK JUNCTION
186.1	7.1	FOUR FALLS
203.1	24.1	GRAND FALLS.
215.6	36.6	ST. LEONARDS. Van Buren across River.
236.2	57.2	ST. BASIL.
241.0	62.0	EDMUNDSTON.
246.6	67.6	ST. JACQUES.
252.4	73.4	QUEBEC BOUNDARY.

DO YOU USE A CAMERA?

If you do, and take Snap Shots of Current Events and Popular, well known men and women—or Tennis or Golf grounds, or anywhere—Send them to The Daily Journal which will pay Five Dollars each week for the Best Snap, reserving the right to use and pay for any others sent in competition.

Head-Locked



Strangler Lewis, heavyweight wrestler, put his famous headlock on a Rocky Mountain burro and sprawled it on its back, thereby winning a little wager. That, at Colorado Springs where he is training for a European campaign.

In these columns, The Journal publishes each day the names of New Brunswick owners of automobiles, their registration number, residence, and make of car. The first list appeared with the issue of The Journal on Monday, June 26, and continued each subsequent day, and will be so continued until the last owner is published.

AUTOMOBILE OWNERS

(Continued from yesterday.)

7-228—Frank Titus, Lorneville, St. John Co., Ford.
7-229—Charles Odell, Lorneville, St. John Co., Ford.
7-230—Mrs. Lizzie Marr, 13 Ritchey St., St. John, Chevrolet.
7-231—Leo Northrup, 724 Main St., St. John, Chevrolet.
7-232—Jas. T. McCormick, 313 Charlotte St., St. John, Overland.
7-233—H. L. Galdbraith, 239 Union St., St. John, Ford.
7-234—Fred E. Heinzs, 200 Waterloo St., St. John, Dodge.
7-235—J. D. McDonald, South Bay, St. John Co., Nash.
7-236—Alice W. Arthurs, 10 Pitt St., St. John, Chevrolet.
7-237—S. C. Tippett, Fairville, Overland.
7-238—Jas. L. McAvity, 83 Hazen St., St. John, McLaughlin.
7-239—Martin R. Dolan, 344 Haymarket Square, St. John, Essex.
7-240—Fred C. Henderson, Fairville, Chevrolet.
7-241—John McAllister, 52 Durham St., St. John, McLaughlin.
7-242—George Leger, Shediac, Ford.
7-243—Isaiah McCarthy, 49 St. George St., Moncton, Chevrolet.
7-244—J. Angus LeBlanc, Sunny Brae, via Moncton, Ford.
7-245—H. B. Saunders, 226 Union St, Moncton, Ford.
7-246—W. F. Humphrey, Box 336, Moncton, Packard.
7-247—H. F. Reynolds, Petitcodiac, West. Co., Ford.
7-248—M. F. Hopkins, 229 Highfield St., Moncton, Ford.
7-249—Charles F. Steeves, High St. Moncton, Ford.
7-350—
7-351—
7-352—(Held by Sackville Motors,
7-353—Sackville, Westmorland Co.)
7-354—
7-355—Fraser Allen, Upper Cape, Westmorland Co.,
7-356—(Held by C. T Black,
7-357—Woodstock.)
7-358—Dr. H. W Peppers, Centreville, Carleton Co., Dodge.
7-359—Maxime Albert, Albertine, Madawaska Co., McLaughlin.
7-360—Rev. Dosithe Robichaud, Inkerman, Madawaska Co., Studebaker.
7-361—Napoleon Boule, Clair, Madawaska Co., Ford.
7-362—Arthur Plourde, Albertine, Madawaska Co., Ford.
7-363—Roy M. Smith, Moncton, R. R. No. 2, Overland.
7-264—Frank Folkins, Sussex, N. B., Ford.
7-265—Claude L. Manuel, Glassville, R. R. No. 2, Carleton Co., N. B., Ford.
7-266—E. M. Perry, 561 Main St., Moncton, N. B., Ford.
7-267—A. H. Bird, 33 Park St., Moncton, N. B., Gray Dort.
7-268—W. L. Jones, Lewisville, Westmorland Co., N. B., Gray Dort.
7-269—Weldon B. Ward, Hartland, Carleton Co., N. B., Ford.
7-270—A. S. Belyea, St. John, 66 Leinster St., St. John, N. B., Dodge.
7-271—Ernest F. Ebbett, Woodstock, R. R. No. 6, N. B., Dodge.
7-272—Chas. Gilman, Oak Bay, Charlotte Co., N. B., Ford.
7-273—Clement F. LeBlanc, Memramcook, Westmorland Co., N. B., Ford.
7-274—Ludlow Reid, Centreville Route, 1, Carleton Co., N. B., Ford.
7-275—G. Fred. Brown, Moore's Mills, R. F. No. 2, Charlotte Co., N. B., Maxwell.
7-276—C. W. Hope Grant, 1 Orange St., St. John, N. B., P. O Box 385, Dodge.
7-277—La Forest Robinson, St. Stephen, R. R. No. 4, N. B., Dodge.
7-278—Walter Howland, St. Stephen, N. B., Ford.
7-279—Lewis R. Rivers, Aroostook Jct., Victoria Co., N. B., Dodge.
7-280—Berton S. Linton, St. Stephen, R. R. No. 1, N. B., Ford.
7-281—Chalmers J. Haley, St. Stephen, R. R. No. 1, N. B., Chevrolet.
7-282—Martin Keoughan and Susie McDonald, Chatham, N. B., Studebaker.
7-283—Edward Dalton, Newcastle, N. B., Dodge.
7-284—Miss Patricia Keating, Newcastle, N. B., Paige.
7-285—Mrs. Ellen Creaghan, Newcastle, N. B., Paige.
7-286—Rev. Raymond Hawkes, Bartibogue Bridge, Gloucester Co., N. B., Oldsmobile.
7-287—Kingston Carvell, Water St., Chatham, N. B., Ford.
7-288—Lloyd Trenholm, Cape Tormentine, Westmorland Co., N. B., Chevrolet.
7-289—Hebert Dick, Moore's Mills, Charlotte Co., N. B., Maxwell.
7-290—Wm. J. Murray, New River Station, Charlotte Co., N. B., Ford.
7-291—A. J. Newland, Campbellton, N. B., Ford.
7-292—Andrew Collier, River Glade, Westmorland Co., N. B., Ford.
7-293—J. Walter Purtill, Brown's Flats, Kings Co., N. B., Gray Dort.
7-294—Thos. W. Caldwell, Florenceville, Carleton Co., N. B., Ford.
7-295—Reginald S. Jennings, Bathurst, Gloucester Co., N. B., Maxwell.
7-296—W. W. Sharp, Millville, R. R. No. 4, York Co., N. B., Ford.
7-297—Lee A. Tingley, Leger Corner, Westmorland Co., N. B., Chevrolet.
7-298—Thomas Townsend, 11 McAllen St., Moncton, N. B. Overland.
7,299—Regis A. LeBlanc, Lakeburn, Westmorland Co., N. B., Ford.
7-300—Roy S. Woodley, 25 Broad St., St. John, N. B., McLaughlin.
7-301—Turner Read, Midgic Station, R. R. No. 1, Westmorland Co., N. B., Chevrolet.
7-302—Geo. D. Prescott, Albert, Albert Co., Cadillac.
7-303—Percy W. Spence, Dayfield, R. R. No. 1, West. Co., Ford.
7-304—John Patrick, Juniper, Car. Co., Gray Dort.
7-305—R. H. Corey, Butternut Ridge, Kings Co., R. R. No. 2, Ford.
7-306—W. A. Bovaird, Elgin, Albert Co., Chevrolet.
7-307—Norman P. Spence, Bayfield, West. Co., Chevrolet.
7-308—Victoria F. Nordby, Bloomfield, Kings Co., Overland.
7-309—Joel Kidkinson, Scott's Siding, York Co., Chevrolet.
7-310—Albert Bell, Lindsay, Car. Co., R. F. D. No. 1, Ford.
7-311—Wesley Jamer, Caldwell Brook, Vict. Co., Overland.
7-312—Edgar M. Justason, Pennfield Centre, Char. Co., Ford.
7-313—Blair J. LeBlanc, 120 Robinson St., Moncton, McLaughlin.
7-314—J. M. Pritchard, Woodstock, Car. Co., Hupmobile.
7-315—D. H. Blackie, Upper Brighten, Car. Co., McLaughlin.
7-316—Carey M. Dickinson, Lakeville, R. R. No. 1, Car. Co., Chevrolet.
7-317—Thomas Patterson, Beaver Harbor, Char. Co., Ford.
7-318—Wm. L. Ross, Riley Brook, Vict. Co., Ford.
7-319—F. C. Brown, Woodstock, Car. Co., Overland.
7-320—C. B. Williams, 29 Paddock St., St. John, Ford.
7-321—J. E. Ouellet, Great Shemogue, West Co., Ford.
7-322—Sulvain Pinet, Connors, Mada. Co., Gray Dort.
7-323—E. W. Lynds, Hopewell Cape, Albert Co., McLaughlin.
7-324—C. F. Charters, Chartersville, West. Co., Chevrolet.
7-325—Frederick A. Kidney, Lindsay, R. R. No. 2, Car. Co., Ford.
7-326—Chas. Saunders and Geo. Mackey, Canterbury, York Co., Chevrolet.
7-327—Jos. P. Wood, 11 Church St., Moncton, Chevrolet.
7-328—Jos. A. Michaud, Clair, Mada. Co., Gray Dort.
7-329—J. F. Fownes, Hillsboro, Albert Co., N. B., Chalmers.
7-330—Victory A. Michaud, Clair, Mada. Co., Dodge.
7-331—Aaron Moore, 7 Middle St., West St. John, Chevrolet.
7-332—L. P. Roy, Elm Tree, Glouc. Co., Chevrolet.
7-333—Henry Duthie, Woodstock, Car. Co., Studebaker.
7-334—Clarence R. Warren, South Branch, Kent Co., Chevrolet.
7-335—Jos. J. Allain, Petit Rocher, Glouc. Co., Ford.
7-336—J. Huntley Corbett, Petit Rocher, Glouc. Co. Ford
7-337—F. T. Frenette, Bathurst, Glouc. Co., Overland.
7-338—Miles Peterson, Lakeville, Care Harry Beekin, R. F. D. No. 2, N. B., Ford.
7-339—Mrs. J. W. S. Black, Sackville, N. B., Chevrolet.
7-340—C. B. Comeau, New Bandon, Box 98, Gloucester Co., N. B., Ford.
7-341—J. L. Wishart, Wishart's Pt., Northumberland Co., N. B., McLaughlin.
7-342—James O'Neal, Middle Sackville, Westmorland Co., N. B., Ford.
7-343—Ernest C. Buck, Dorchester, Westmorland Co., N. B., Ford.
7-344—B. M. DeWolfe, St. Stephen, Charlotte Co., N. B., Ford.
7-345—Willard A. Lindsay, West Bathurst, Gloucester Co., R. R. No. 2, N. B., Ford.
7-346—Allan Price, Norton, Kings Co., N. B., Studebaker.
7-347—Winslow F. Small, North Head, Grand Manan, Charlote Co., N. B., Ford.
7-348—Leo A. Millery Lluville, Carleton Co., N. B., McLaughlin.
7-349—E. P. Grant, Sussex, N. B., Chevrolet.
7-350—Charles L. Noddin, Upper Woodstock, Carleton Co., N. B., Ford.
7-351—Charles F. Lutes, 139 Dufferin St., Moncton, N. B., Briscoe.
7-352—Joseph J. Belanger, Lake Baker, Madawaska Co., N. B., Ford.
7-353—Blair Hopper, Lewisville, Westmorland Co., Chevrolet.
7-354—Robert K. Irving, Coldstream, Carleton Co., R. R. No 2, N. B., Ford.
7-355—Noble A. Corey, Havelock, Kings Co., N. B., McLaughlin.
7-356—Mrs. Harley Hayes, Lower Millstream, Kings Co., N. B., Ford.
7-357—Howard S. Parkhill, Rexton, Kent Co., N. B., Ford.
7-358—Frank Hamm, 98 Metcalf St., St. John, N. B., Ford.
7-359—J. D. MacKinnon, New Mills, Restigouche Co., N. B., Cheyrolet.
7-360—Helen M. Trecartin, 249 Millidge Ave., St. John, N. B., Overland.
7-361—Andrew F. LeBlanc, St. Joseph, Box 47, Westmorland Co., N. B., Ford.
7-362—Laurits Hansen, Salmonhurst, R. R. No. 1, Victoria Co., N. B., McLaughlin.
7-363—Peter Dechene, Grand Falls, R. R. No. 2, Victoria Co., N. B., Gray Dort.
7-364—Hawx & McLean, The Range, Queens Co., N. B., McLaughlin.
7-365—Jos. S. LeBlanc, St. Paul, Kent Co., N. B., Ford.
7-366—J. B. Beaulieu, Edmundston, Madawaska Co., N. B., Overland.
7-367—Percy A. Northrup, Belleisle Creek, Kings Co., N. B., Overland.
7-368—C. H. Taylor, Hartland, Carleton Co., N. B., Gray Dort.
7-369—Ronald J. Hewitt, St. Andrews, Charlotte Co., N. B., Gray Dort.
7-370—E. Wallace Larlee, Perth, Victoria Co., N. B., Chevrolet.
7-371—W. M. Calhoun, German Brook, Albert Co., N. B., Chevrolet.
7-372—Albert M. Cormier, 168 Cornhill St., Moncton, N. B., Chevrolet.
7-373—J. Frederick Greenlaw, R. F. D. No. 1, Rollingdam Station, Charlotte Co., Ford.
7-374—James D. Broad, Upper Kent, Car. Co., Chevrolet.
7-375—Percy Manchester, Fairville, St. John Co., Chevrolet.
7-376—Lorne Dickson, Doaktown, North. Co., Ford.
7-377—Fred Olsen, Molus River, Kent Co., Chevrolet.
7-378—William A. Mills, Hardwicks, Gregane P. O., North. Co., Ford.
7-379—W. F. Cassidy, Chatham, North. Co., Overland.
7-380—Jos. Corriveau, Clair, Mada. Co., Gray Dort.
7-381—Sylveste O. Richard, Bretagneville, Kent Co., Ford.
7-382—E. W. Clark, Otty Glen P. O., Kings Co., Chevrolet.
7-383—Frank Trueman, Aulac, R. R. No. 1, West. Co., Ford.
7-384—Parker Card, Upper Dorchester, West. Co., Ford.

(Continued tomorrow.)

Motor Transport; Use of Pneumatic Tires

In a previous article on pneumatic tires for industrial motor vehicles the importance of the question of tiring was shown, together with the pros and cons of the air-filled tire. It was also pointed out that quite a large number of coaches and goods-carrying motors are already run on pneumatics. In order that a fair comparison between the types of tire may be made, it is imperative that users of pneumatics should realize that they need more attention than solids, and that it is unreasonable and useless to expect good results if the tires are not cared for.

This may seem a disadvantage—to me, it does—but there are a good many tangible advantages on the credit side. If a man runs a Ford van, he may be content to bestow the minimum of attention on it to keep it running. If, however, he owns an Albion, Dennis, Leyland, or any other first-class make he takes good care, if he is wise, that it is kept up to concert pitch. The reason for the difference in attitude is the difference in capital outlay. Solid tires should be cared for if economical consumption is to be attained, but, as a rule, they are neglected. Big pneumatics, however, whether of the giant type or smaller with twin at the rear, are another proposition. The total expenditure being considerably more than for solids, neglect is relatively more extravagant. It is, therefore, in the hope of being able to help transport owners who use big air-filled tires and who have not much experience in these matters, that I am suggesting a simple scheme in regard to the care of the covers and tubes.

First and foremost it is essential to choose a good make and a size suitable to the work. The best person from whom to seek advice is the tire manufacturer. I would strongly urge any vehicle owner to over-tire rather than under-tire, always provided he does not raise his gearing and loading heights and the centre of gravity too much. It is best to tell the maker before ordering the size of tire, the average tonnage likely to be carried on the lorry or coach and the maximum. The method of fitting should also be carefully gone into. Habitual overloading of any machinery, and especially of a motor vehicle, is extravagant and wasteful in the long run, yet it is not an exaggeration to say that two-thirds of the utility motor traffic in this country is run with overload. Hence, I advocate full size if not over-size tires. In connexion with loads, it is well to remember to obtain as even distribution as possible in order that each tire may be called on to do its work, but not part of that of its neighbor as well.

For the actual care of the tires I would suggest the organization of a regular system. First, with regard to air pressure. The driver should have a really good pressure gauge and it should be part of his duties to test each tire daily before going out, and if the requisite pressure is not present to make up the deficiency with his inhaler. A pressure card for the entries on which the driver would be responsible might be advantageous.

Every two or three days the driver should inspect the covers carefully to see that there is no unnecessary wear taking place, and should repair cuts in the tread. All small stones and grit should be removed, otherwise the life of the cover and tube is almost certain to be needlessly curtailed. The holes, if not too large, can be filled up with stopping material specially made for the purpose. If there is a bad gash in a cover, it is well worth removing the latter and sending it to be repaired.

The Secret of Success.

I cannot urge too strongly the necessity for this periodical inspection and overhaul of the tires. Small bits of stone left in the thickness of the tread may not seem to be of much concern, but in time they will work their way in until they cut the cord fabric and cause a burst. Dirt and water, moreover, help to separate tread from fabric and to cause deterioration of both. With a quick-acting jack and an efficient probe there is no reason why this part of the care of the tires should prove too heavy, and even if it took an hour the time will be repaid many fold.

There are two operations which might well be included in the usual programme for shed-day. One is a test of the wheels for correct alignment, and the other is a trial of the evenness of rear brake application. As a matter of fact, it is almost always possible to test alignment by looking closely at the tread of a tire. If the wheel is running out of line the rubber will have a scraped appearance—that is, it will be slightly roughed to one side. It does not take many hundreds of miles to wear a cover, on a wheel which is not in line, clean through. In any case, a test of alignment is easily made. Excessive wear will sometimes occur owing to worn hub bearings. This can be ascertained by jacking up the wheel.

The point concerning brake adjustment is worth bearing in mind, for the rear wheels have the driving stress as well as that of the brakes, and any method of avoiding unnecessary wear is worth adoption. Moreover, a driver will not always know whether or not his rear brakes come into force equally and at the same time. If they do not, it means that one wheel is generally locked when the brakes are strongly applied and that the tire on that side is held stationary against what may be considered as a moving object, with considerable friction between the surfaces. Rear brakes should be adjusted or compensated so that they apply their force at the same time and in equal progression.

The next consideration concerns the actual driving of the vehicle, and as the line of the tires is largely dependent on the good will of the driver, transport owners are well advised to institute a bonus system for drivers in connexion with tire consumption. Careless operation of the steering clutch, and brakes bear appreciably on the subject, as does also over-driving. Encourage a driver to get the best out of his tires by steering gradually, and never when the vehicle is stationary, by letting in the clutch gently, and by applying the brakes smoothly, and many additional hundreds, even thousands, of miles can be got from the tires in comparison to those on a vehicle which is roughly and unsympathetically driven.

Again, a careful driver will choose his road in preference to running over bumps and pot-holes, and his speed will be largely regulated by the condition of the roads over which he runs. Lastly, oil, grease, and heat are destructive to rubber surfaces, and contact with these should be avoided when ever possible. If any oil or grease should get on to a tire, it is worth the trouble of wiping it off.

Care of the tires is a matter which should not be overlooked, and especially in the case of the air-filled type, for reliability and consumption are contingent, to a large extent, on the attention bestowed.

ROBERTS DEAN OF ECONOMISTS SEES CHEAPER COAL AND FUEL

By Edward M. Thierry

New York, July 27—If you are frightened over the possibility of permanently high coal prices for the future read this and take courage:

George E. Roberts, vice-president of the National City Bank, and dean of American banking economists, thinks that while a protraction of the present miners' strike together with the railroad strike may make trouble about coal deliveries this fall, the eventual settlement will mean lower prices for coal.

"I look for readjustments in the coal mining operations which will put the industry on a more economical basis," he says, "with lower rates for mining but steadier work and better average earnings for the miners and lower prices for coal.

"The coal industry has been overstimulated and over-developed, with the result that it is on an unsatisfactory basis for those who are in it and for the public as well. The wages of coal miners are the only wages of a large group of workers that have not come down since the war, and the only justification for that fact is that the men have been working on very short time. This applies to the bituminous industry."



George E. Roberts

$1 Worth for $1.50

Roberts says it still requires a trifle over $1.50 to buy commodities $1 would buy in 1913.

"But this is 50 per cent. less than it required in 1920," he says. "Then it took $2 to equal the purchasing power of the 1913 dollar. The important fact is that the big drop occurred within one year, for there has been no decline during the last six months.

"The dollar's purchasing power is as near normal as we can reasonably expect in the near future. I do not expect prices to decline generally in the year to come, although the tendency is downward rather than upward."

Roberts emphasized he meant a general decline; that there will be readjustments involving advances and declines for individual commodities. One thing he expects to go down, besides coal prices, is rent.

'Rent tendencies are downward," he says. "And while they have a long way to go before reaching the general level, I do not look for a rapid decline within the near future.

"The reason, of course, is the continued high cost of building. Bricks, for example, are still double their pre-war price. Yet building is going ahead briskly, simply because investors are attracted by the lure of big incomes from high rents.

Pinch Ahead for Landlords

"The result is going to be that a few will have to suffer for the good of the many. They are going to get pinched when construction costs, and consequently rents, take the drop that is bound to come. I am getting many letters on this subject. My answer is that building costs will not come down this year, at least."

Roberts' job in banking is the study of economics as it relates directly to current business affairs and educating the public in economic principles through periodical bulletins.

He is the dean of a new profession, unknown before the beginning of the war, when Frank A. Vanderlip, then president of the National City Bank, conceived the idea.

He was formerly a newspaper man and then director of the mint.

Poincare Will Insist On Secrecy Over Reparations

Meeting of Supreme Council in London in August to Take Up Issue.

Paris, July 27—Premier Lloyd George's answer to M. Poincare regarding a Supreme Council meeting at London has not yet been made known but there is no reason to suppose it will be other than in the affirmative, inasmuch as the plan for the meeting of premiers came from him. So now it appears the Supreme Council will be resuscitated at London during the first days of August with only France, England, Italy and Belgium present and Spain waiting to be spoken to before speaking.

M. Poincare insists that it shall not have the character of the Supreme Council despite the appearance to the contrary. He will probably insist upon secrecy in regard to the deliberations, at least until the meeting is over. So that the press will be unable to make and unmake international politics from day to day. He sees no use in discussing reparations privately with Lloyd George while Belgium and Italy are so vitally interested, and the presence of the latter he considers even more essential on account of the Orient question. At the same time the Tangier affair cannot be settled without Spain.

Lloyd George and Poincare will not be meeting as boon companions, nor as enemies. There will be no pretense about that. Both of them have already disregarded more than once what was the old-fashioned idea of international courtesy. This Quai d'Orsay's friends say, provides the French Premier the best protection against the wiles of the Siren of Downing Street. It is going to be very businesslike diplomacy.

The Siamese, owing to their superstituon regarding numbers, give an odd number to their houses, rooms, closets, doors and windows.

BOLT NARROWLY MISSES SHIP IN STORM OFF NANTUCKET

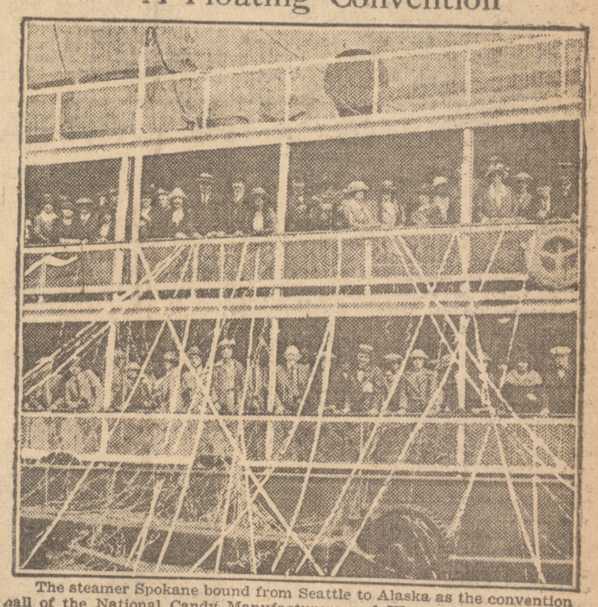
Frederik VIII. Weathers Electrical Storm Lighting Ocean as at Midday—Alters Course for Sleeping Sixty Foot Whale That Scampers Away at Whistle's Toot.

New York, July 27.—A remarkable electrical storm startled the passengers of the Scandinavian-American liner Frederick VIII., in last evening from Copenhagen, when she was off Nantucket at 1 o'clock yesterday morning. In the midst of a display of celestial pyrotechnics that was so continuous that the sea was lighted up as at midday there was a super illumination and crash and a massive bolt, that Capt. Frederick Mechlenburg believes may have been a meteor, plunged into the seething water not more than a ship's length from the starboard side of the liner and abeam of the bridge. As the missile vanished, hissing in the sea, an immense fountain, hundreds of feet tall, rose, and as it mushroomed a part of it fell on the ship's deck, accentuating the torrential rain that came with the electrical storm.

On a pleasant day on the trip the skipper noted a whale apparently about sixty feet long, the first he had ever noted in his voyaging career, asleep on the water directly in the liner's course. He changed his course and cleared the monster, which was awakened by the ship's whistle and started off at full speed. Several passengers got snap shots of it both asleep and swimming away.

Passengers by the Munson liner American Legion, in yesterday from South American ports, saw an unusual incident of a recent revolution in Paraguay, apparently confined to a small section of the country. Mounted on a flat car of a train running on a track along the shore of the Paraguay River was a three-pounder operated by a band of revolutionists. A Government gunboat, about as big as an ordinary American tug, which had been sent to subdue the revolutionists, was firing at the train and the revolutionists, pretty poor shots, were responding as fast as they could work their piece. The gunboat apparently ran out of ammunition and steamed away, but the train paralleled her course and kept on shooting until she got out of range. There were no casualties.

A Floating Convention



The steamer Spokane bound from Seattle to Alaska as the convention hall of the National Candy Manufacturers and Western Confectioners. Business sessions are held on the boat. Delegates will go sightseeing in Alaska.



State police and deputy sheriffs are still "mopping up" in the hills of Washington county, Pa., seeking participants in the mine battle at Cliftonville, W. Va., in which Sheriff H. H. Duval and six others were killed. This photograph, taken by Bob Dorman, NEA Service staff photographer, shows officers rounding up men in Avella, Pa., for questioning.