

Automobiles and Accessories

AN OVERLAND FOR LESS THAN \$500

Unofficial Report Tells of Low Price Car Coming.

An unofficial announcement is made that the Overland factory will have on the market some time next summer a two and five-passenger model equipped with electric lights and electric starter to sell at \$495 at Toledo.

The motor will be a four-cylinder, in-line single unit construction similar to the Ford. The clutch is of the single type heavy bronze disc, easily adjusted, with center control shifting lever. The car will also be equipped with speedometer, one-man top, slanting windshield, 3 1/2 inch tires, and will, in fact, be a "regular" car, although it will only weigh about 1,500 pounds.

This is a frank effort to invade the territory hitherto supposed to be sacred to Henry Ford, and considerable interest has been shown in the new venture.

Whether or not the price can be kept at \$495 is an unsettled question. The price of steel will have considerable to do with the final price on the new machine.



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THE PURPOSE OF THE FARM IS TO MAKE A HOME.

(By Allen Maull, General Development Agent Atlantic Coast Line Railroad)

"I believe in a spade," said Emerson, "and an acre of ground." "Whoever cuts a straight path to his own living by the help of God, in the sun and rain and sprouting grain, seems to me a universal working man. He solves the problem of life, not one, but for all men of sound body." Herein is the keynote of the platform for the men and women who are carrying on the world's work.

We get from the land what we put into it. If we build permanently, we will be sheltered in later years; if we plant wisely, we will read the contentment in the shade of the next generation. If a farm is regarded as merely a cold dollar-making investment, or enterprise, we miss the harvest of good living in later years; but, if we regard the farm as a home and cultivate those essentials of satisfying living, comforts, trees and flowers, and things of beauty, we reap a perennial harvest in the ripe years of old age when such things come to have a value far beyond grains and fat beasts.

To state still further some fundamental farm philosophy, before we attempt to determine whether it applies only to the 60-acre farm, and not to the 6-acre farm, I will quote from Marcus Terentius Varro, who was known in Rome as "the most modern of the ancients," and by some, as "the most learned of the ancients." It was Varro who stated that the obligations of every farmer are, "the ability to make a full and comfortable living from the land; to rear a family comfortably and well; to be of good service to the community, and to leave the farm more productive than he took it."

Now the question is, what number of acres under the economic situation in the United States is necessary for a man to fulfill the purpose of the farm as laid down by Varro, or has the purpose of the farm changed in the two thousand years since Varro's time?

Does not the economic pressure of population determine the amount of land necessary for the average man to cultivate in order to make a "full and comfortable living," and does it not mean that a "full and comfortable living" shall conform to the demands of our modern civilization?

Upon the plains of Lombardy, in Denmark, in France, in Germany, in Japan and in China, where the population is dense and economic opportunity denied the many, the average man can possess for purposes of cultivation only a small piece of land, and he must sustain himself upon it. In irrigated sections the number of acres is possible, where the radius of the farmer's necessities are limited. Farmers in most regions, who till from 160 to 320 acres are apt to feel that it is but playing at farming to get down to 20 acres and less, and they ask seriously: "Can I make a living on so limited an acreage?"

The Japanese keep a little more than two and one-half acres. France paid the great German War Indemnity of one thousand million dollars, and when asked how she did it, points to her prosperous agriculture—her small farms.

Production and not acreage is the measure of profit in sparsely settled sections, but where the population is dense, conditions change by limiting economic opportunity, and exert an economic pressure that forces man to work harder, apply greater intelligence and cultivate his land more intensively than where population is scarce.

This condition will be brought about automatically as a natural process, due to mankind's faculty of adapting himself to his social, moral and economic environment.

Many people in the United States think that the application of the Chinese system of cultivation is the right one for us; arguing that their great production indicates mental superiority and ability.

This statement rests on the fact that the agriculture of China, fifty centuries old, is intensified to a degree unknown in this country, and results that would astonish our farmers are commonly achieved there, as a matter of national preservation.

So much of the argument rests on the ability of the Chinese to successfully manage his agriculture on his own scale will be accepted at its face value. The trouble would come when he is asked to adapt his methods to farm operations of the magnitude familiar in the United States and Canada. The skipping of land, the crowding of crops, the attention given the individual plants, habitual with the Chinese, and possible only because each farmer has comparatively few growing things to care for, would be ridiculous under the conditions that prevail here. It doubtless is true the farmer who has nursed his seeds and their growth so tenderly as is required in crowded China may have in course of a hundred or more generations acquired a knowledge of plant life and habits beyond the grasp of his American compeers.

But this is not all there is to farming, and the man who is accustomed to assiduously tending a procession of crops in a tract of ground the size of a hall bedroom might find his experience and lore equally knocked askew were he asked to project them on the scope of a forty-acre lot, not to speak of the wide-spreading plantations of the South and the farms of the West.

Undoubtedly, the Chinese farmer is entitled to great respect for the wonders he achieves at the expense of patience beyond our ken, but it would take our farmers too long to adjust themselves to the Chinese limitations as it would take him too long to adjust him to our distances.

It has been proven beyond all argument that the actions men are governed by fixed laws, and are not the result of chance or supernatural interference, and that there is and must

inevitably be a certain number of acres that the reasonably intelligent man requires to make a "full and comfortable living" upon farms in the United States. It has been further proven that attempts of men to suspend or interfere with this law, or of the inexorable natural economic laws only inevitable—invites their moral, physical and economic destruction.

William Borsodi said that "Farming is unique among occupations in that it can be engaged in without one's first attaining any particular experience." No greater fallacy than that was ever uttered. Borsodi is an advocate of "Three acres and Liberty" and "Ten Acres Enough," and collaborating with Bolton Hall published a little book called, "A Little Land and A Living." It is a volume packed full of statements giving names and places of people who have raised much food on a little land. Each statement is probably true, and is not subject to discredit with regard to the amount of stuff raised or the sum of money received for it. It is a remarkable book, and I commend it to those having a little land adjacent to a large consuming center, but it is a mighty poor food for the gentleman trying to grow out-of-season vegetables from five hundred to twelve hundred miles from their markets and who are at the mercy of transportation and climatic irregularities, and hardly suitable for the owner of a cotton plantation. Anyway, there is much of value in it to the "Little Lander," for the exceptionally intelligent, patient and highly ingenious man who wants to practice intensive cultivation on his city lot or on a garden farm near a good sized city, its contents will stimulate him to renewed effort when he learns what success has been attained by so many with a little land. It's a good book for the right man in the right place, but preaches a most insidious and imperfect doctrine to the man who has a large farm in the remote country districts.

Unfortunately, nowhere in this delightful volume could I find a statement concerning those broad principles and philosophy upon which all agricultural effort is predicated.

It is full of statements of satisfying yields and handsome profits, and like many agricultural writers, accentuates the profits at the expense of the principles and products.

I am still far from where I wanted to go when I started out upon this thesis, and my original intention was to show that the success of small farms in the United States is only possible under exceptional circumstances, where the population is fairly dense and adjacent to a large consuming center; in other words in whatever portion of the United States it is an economic necessity, and can never become generally successful until about twice as much land has been brought into cultivation as we now have.

Also to show that any attempt to restrict the acreage and increase production by the circulation of insidiously fallacious statements, will only have the effect of defeating its own purpose.

Any attempt to get away from an economic balance in the amount of land required by the average man would have the effect of retarding the development of the most important thing in the world—the home. The only really important thing is the home.

All other things—art, politics, religion, war—are secondary, and important only as they affect the home, and any number of acres in any given community that is either more or less than is normally required in proportion to the owner's intelligence and ability to work it properly, is working against the development of home making.

If a man has more acres than he has the ability to cultivate successfully and it is a common fault of man to acquire more land than he has the labor or brains to work properly, he is usually working under a mental strain and is irritated and worried because things are apparently going against him.

On the other hand, too few acres are likely to have the same effect, and a "grouch" is developed. An unsatisfied, irritated and unhappy man in a home will put the best regulated household out of tune with normal conditions. He is continually worried about his profits, and rarely thoughtful about his products or his home, except as they affect his profits. He has become a commercial farmer, and is entirely out of harmony with the scheme and purpose of the farm; that the farm is merely for the purpose of making a home for himself and family. The home and farm must always be in combination with the first thought always to the home. Work in the open fields has its effect upon character, health, ideals and morals, as well as upon our materialistic side. Really, few men pursue life for its own sake, but occasionally we find a few in the country who do.

To these the art of agriculture is its own reward. We accuse them of creator. For after all, the real virtue in making a farm is in creating a home, and in that deeper symbolism of the farm—in the spirit that moves the farm—"God Almighty," said Borsodi.

LUBRICATION IN COLD WEATHER

Valuable Advice to Automobilsts About Using Lubricants in Winter.

A writer in a recent issue of The Charlotte Observer has the following valuable information on the proper lubrication of a car during the cold weather:

"The lubrication, during the cold season, of a car which is kept in an unheated garage requires special attention. If the engine oil used is not sufficiently coldproof to prevent its

con, "made the first farm." And on the farm are we not in closer presence with the Divine?

Here is plied the mysterious traffic between the spirit of creation and the womb of nature.

No man of thoughtful and sensitive soul can move among these mysteries without a sense of the source of things; without a feeling of reverence and worship in the presence of powers that build the beauty of the world.

Out of a clod springs a bloom, a lily blossom out of the dust, a real and vital resurrection, before the eyes of the beholders carrying to his heart the thought that when he himself has turned to dust loveliness shall spring above his resting place, growing out of his dreamless heart.

Above the smallest and the largest farm stir the unseen wings, and every seed breaking through its crust speaks with the voice of immortality, reminding us that clay has worn the likeness of God.

In a passage of remarkable beauty Andrew de Vere speaks of Wordsworth as conceiving life in this world to be one long mystic colloquy between the twin-born forms of nature and man whispering together in immortality.

And so it is in the vital relationship between the heart of man and the heart of nature that gives true significance to that outdoor life which the farmer must know if he is to gain the real blessings of his craft.

Thus it is that the man who makes a home on a farm with a proper appreciation of its meaning and its possibility joins himself in a beautiful and immortal fellowship and a Divine partnership.

losing its fluidity at the low temperatures to which it is subjected, it will make the engine crank very hard when cold, thus putting unnecessary work upon the starter (whether mechanical or muscular), and worse than that, will possibly cause injury to the engine bearings through failure of the congealed oil to circulate and distribute over the wearing surfaces, while the engine is being run to warm it up. By exposing, in the garage, a small quantity of the oil being used, in a bottle or measure, the effect of cold upon it can be observed and, if it is found to become pasty an effort should be made to procure another oil better adapted to resist congealing. Samples of various oils can be tried out, in the above simple manner, to determine their resistance to cold, until something satisfactory is found. Of course, the cold test is of less importance than the other properties of an oil. If the same oil is used for multiple-disc clutch lubrication as in the engine base (and this is commonly the case in unit power plants), its thickening, by cold, often causes the clutch to "drag," resulting in great difficulty in engaging the gears and the use of a non-coldproof oil should be avoided on this account. Engine heat keeps sufficiently warm and fluid, the lubricants in the front end of a car, but cannot be depended upon to affect those in the rear axle housing and in a transmission unit mounted thereon. Care should therefore be taken that if a grease or heavy "dope" has been used in these housings during warm weather, it is replaced by some such lubricant as steam cylinder oil or a very heavy bodied gas engine oil or any good lubricant, in fact, which is known to flow slightly at winter temperatures. In a cold garage, hard cup grease can scarcely be squeezed through grease cups and even if it can, will hardly distribute itself through small greaseways. A soft grease should therefore be used during the winter."

Staggering Output.

During the month of October the Ford Motor Company made 79,675 cars. In the last six months their production was 469,135 or at a rate of 338,270 per annum. The estimated production for the year was placed at 900,000, about 3,000 per day, but there is small doubt that unless war conditions prevent that there will be more than one million Ford cars made within the Ford fiscal year August 1, 1917, to August 1, 1918. Staggering as are these figures—this tremendous triumph of manufacturing possibility, it is equally astonishing to know that demand is ever ahead of production.

MILLIONS WASTED BY TIRE USERS

Ignorance Caused a Loss of \$105,000,000 in Tires Last Year.

In an article on "Stop Abusing Your Tires!" Mr. H. S. Firestone, president of the Firestone Tire and Rubber Company, says:

"One hundred and five million dollars was wasted by the users of automobile tires last year due to ignorance and negligence in the use and care of tires. This stupendous figure is arrived at by research and computation by tire men in a position to know.

"This waste should be stopped. The automobile today is a business necessity. Good business means the full use and value of every asset. This and articles that will follow tell you how to stop abusing your tires and put your share of a hundred millions saved into circulation for better purposes.

"Stopping the abuse of tires begins with the selection of the right type and size of tires for your car.

"No amount of care can overcome the damage done by the mistake of putting on the wrong type or size of tires. Construction, power, lateral strains and traction strains to the tires must be kept in mind when deciding upon diameter and cross section of tire equipment. But the weight of the car is probably the most important thing.

"In selecting the tires for a car, consult your tire dealer who will tell you the proper size for the weight of the car.

"Much delay and annoyance can be avoided, when ordering new tires, by specifying the style.

"Regular clincher cases have stretchable beads and are designed for use on regular clincher (one piece) rims; they are sometimes used also on quick detachable clincher rims. When used on regular clincher rims, it is desirable for sizes including the

tion, and that there has not been a day, since August 1 last, that there has not been orders on hand for more than 100,000 cars for immediate delivery.

four-inch and above, to use clips or stay bolts to hold beads securely in rim clinches. When using regular clincher tires on quick detachable rims, it is necessary to use flaps to protect the inner tubes.

"Quick detachable clincher cases have non-stretchable beads and can be used only on quick detachable clincher rims and the split type of clincher. This style of tire should always be equipped with flaps.

"Straight side or straight bead cases have non-stretchable beads imbedded in the base and are designed only for quick detachable straight side rims. This type should always be equipped with flaps. Straight side detachable clincher rims having filler beads in clinches of rims. This is not to be recommended, however, as the base width of this style of rim is not suitable for straight side tires.

YELLOW GASOLINE.

Remember That Gasoline is Playing a Big Part in This War.

(From Bulletin Issued by Government Food and Material Conservation Commission.)

It is suggested that our gasoline supply may be increased considerably if motorists will overcome an unwarranted prejudice against yellowish gasoline. In the early days of the oil industry poor refining methods were responsible for the production of yellowish kerosenes and gasolines, which were sometimes dangerous.

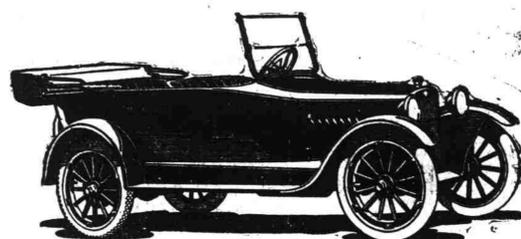
This led the public to demand that gasoline be "water white," and the prejudice has hindered the development of cracking processes which produce perfectly safe gasoline with a slightly yellowish tinge. Another handicap in the industry, according to petroleum experts, is the necessity for refiners treating gasoline with sulphuric acid and caustic soda to remove unsaturated hydrocarbons which have high fuel value in an explosion engine. It is estimated that there is a loss of \$10,000,000 a year in the United States through these prejudices, represented by 30,000,000 gallons of gasoline, 35,000 tons of sulphuric acid, and 3,500 tons of caustic soda.

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SAXON "SIX"

A Big Touring Car for Five People



Look at the Costly Cars They'll Sell You on Saxon "Six"

Here's the best way we know of to really find out what a great value Saxon "Six" at \$935 is.

Just forget for a moment that you are going to buy a car priced somewhere between \$800 and \$1,150.

Now go and look at the high-priced cars—the cars selling at \$2,000, \$3,000, \$4,000 and up to \$10,000.

Take a pencil and jot down their most important features.

Then check those features against the Saxon "Six" features. You'll find that 11 of the big features of Saxon "Six" are also features of 30 cars priced from \$2,000 to \$10,000.

One of these 30 cars—selling at \$4,800—has 5 of these 11 features of Saxon "Six" at \$935.

That's enough on the quality side. Now check the performance of these costly cars against the performance of Saxon "Six."

Saxon "Six" will "pick-up" from a dead-stand to 50 miles per hour in 26 second. Can these great, heavy cars match that?

Saxon "Six" is so flexible that you rarely have to shift gears, save when you come to an absolute stop. But the costly cars have to change gears then, too.

Saxon "Six" will "choke" down to

1 1/2 miles per hour "on high" and roll along smoothly without bucking and jerking. Do you know any costly car that will do better?

Saxon "Six" seats five passengers, comfortably, and six if necessary. No costly five-passenger car can do more.

And Saxon "Six" will cost you far less in gas, oil and service attention expense.

The price now is \$935 f. o. b. Detroit. Before long the price of all mootr cars will probably be raised.

Make Saxon "Six" your car at this price—\$935.

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