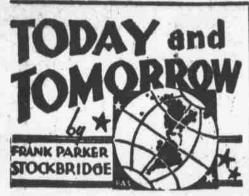
## THURSDAY, JAN. 28, 1937

## THE FRANKLIN PRESS AND THE HIGHLANDS MACONIAN

PAGE NINE



STEAM .

The other day I saw men working on the first of ten new streamlined locomotives being built to haul passengers between New York and Boston at 100 miles an hour. These new giants of the rails are nue of the French government neither electric nor Diesels-they comes from the tax on doors and are steam engines.

speed

railroad speeds, I found that none are so badly ventilated. of the modern high-speed trains makes as fast time as used to be tax in 1851, but some American made from 1897 on for several states still levied it up to a very years between Camden and Atlan- few years ago, as the windowless tic City. The regular daily schedule barns I have often seen in Concalled for 69 miles an hour.

Railway speeds slowed down when steel cars replaced the old wooden ones which weighed only half as much. But now the steam tributing merchandise to consumers locomotive builders have put more more economically than anyone is power and speed into the "iron doing it now. I am not joking when horse," and I look to see new long- I say there are millions to be distance speed records made for heavy trains.

Two newspaper items about chimneys caught my eye the other day. tems now in use. The Duke of Windsor, who was King of England for a while, entertained the chimney sweeps of parts of the most efficient distri-Enzensfeld, Austria, the boys who bution system yet evolved. Noclimb up (or down) chimneys to clean them. And chemical engineers meeting in New York discussed a new way of "scrubbing" chimney smoke, to recover sulphur and From 40 to 80 per cent of what remove posionous gasses.

chimneys are quite a new invention cost of getting the article into the in the long history of the human consumer's hands. Nobody makes race. It was not until about the much of a profit anywhere along time that Gutenberg invented print- the line, but everybody who helps ing, not long before Columbus dis- to pass any article on toward the covered America, that people began buyer has to be paid out of the to build flues to carry off the final selling price. Find a way to smoke from their fires. Before cut that cost, young man, and the then, a hole in the roof answered world will reward you with milthe purpose, as it does still with lions. the Eskimos and the Siberian FLYING . . . . . 1937 service peasants.

Maybe chimneys will become ob- ular airplane passenger service will

solete again, when we do all our be available across the Atlantic. cooking and heating by electricity. WINDOWS . . . . . . taxed Thinking of chimneys made me

think of windows. People put windows in their houses long before they had chimneys, but it is only very recently that ordinary folks have had glass in their wondows. Glass was for the rich. Poor folk used skins scraped down thin enough to let some light through, or oiled paper, after paper began to be made.

Windows, with or without glass, were long regarded as luxuries and taxed as such. They still are in France. A large part of the revewindows. That is one reason why Checking over some figures of the cottages of French peasants

England abolished the window necticut testify.

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> Chain stores, mail-order houses. advertising of every kind, are all where else in the world are all kinds of good so readily and cheaply obtained by everybody as in America.

the retail customer pays for most All of which reminded me that low-priced goods represents the

It won't be long now before reg-

The largest planes ever built are under construction in England. American aviation interests are cooperating with them. By next Summcr we may see regular scheduled flights between Ireland and Newfoundland, perhaps between London and Montreal. Flying has made great advances

in the past two or three years. Flying over water is now regarded by airmen as safer than flying over lands. Planes are being constantly improved, new navigation instruments make night flying as safe and certain as daylingt flights.

I expect to be able to fly around the world in three weeks, before the end of 1937. I probably won't do it. I'd rather go slower and see more of the world.

The man at the theatre was annoyed by the conversation in the row behind.

"Excuse me," he said, "but we can't hear a word."

"and is it any business of yours what I'm telling my wife?"



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1933 V-8 Ford Coupe, Good Shape	\$220
1935 V-8 Ford Coupe, looks like new; runs like new	\$385
1934 Chevrolet 1 <sup>1</sup> / <sub>2</sub> Ton DLCA, like new	\$300
1934 Chevrolet 1 <sup>1</sup> / <sub>2</sub> Ton DLCA, Good Condition	\$295
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