

DIFFERENT WAYS OF SHIFTING GEARS.

Thousands of motorists each season are having their first experience in the operating of sliding gear transmissions. Changing gears is a matter of some little difficulty in the beginning at least, and it is a fact that quite a proportion of operators never learn to shift gears quietly and to the best advantage.

There are a few difficulties which the inexperienced driver should be warned against, among which are the following:

Attempting to shift from one gear to another without first throwing out the clutch. An expert may be able to do this without noise or disastrous results, but, in general, it should never be attempted. Attempting to shift from neutral to low (or any other) gear, when the car is at rest, without first throwing out the clutch until the clutch shaft comes to rest. Trying to engage the reverse gear without first allowing the car to come to a full stop. Attempting to change from neutral to low gear with the car at rest and the engine running too fast.

Among other "don't" for the unskilled operator of sliding gears are these:

Don't fail to know exactly where the "reverse" position of the gear-shift lever is, and don't fail scrupulously to avoid this position, so long as the car is moving forward.

Don't try to shift from a higher gear to a lower gear without letting the car speed slacken somewhat before so doing.

Don't try to change from high gear to low without letting the car nearly stop.

Don't fail to speed up the car somewhat before changing from a lower to a higher gear.

The following out of these few suggestions will eliminate much unnecessary noise and wear and tear.

Transmissions, as built to-day, are extremely rugged, but, nevertheless, mishandling such as the driver is here warned against may chip the teeth of the gears or even cause the breakage of shafts and other parts.

It always should be remembered that two gears cannot be forced into engagement quickly and easily unless they are running at somewhat near the same speed. This is an important point in gear-shifting.

BEST WAY TO FIGHT A GASOLINE FIRE.

When gasoline takes fire it is a serious matter, but the most dangerous accessory to a fire is panic. The average person has such an unreasoning fear of gasoline that he loses his head completely. The first few fires will leave one completely unnerved for a time, but after a little experience in fighting them one will acquire self control. This does not mean that one should delay or move any more slowly, but should know what to do and do it quickly.

The novice stands aghast as the first burst of flame comes from the carburettor. The experienced man jumps for the nearest preventive. At least one small fire extinguisher should be on every car. The large chemical devices are too bulky and cannot be laid in any position, whereas the ordinary instrument may be stowed away in a small space. The best place is beneath the hood on the carburettor side. This is where the fire starts and may be reached by raising the hood. Some carry them on the running board, but this is objectionable on account of theft liability. If placed under the seat or secured by a lock they are not readily placed in service and the machine may be damaged meanwhile.

Always turn off the gasoline at the tank to stop feeding the flames. Ordinarily there is not more than two ounces in any float chamber and this will not last long. All the parts about the carburettor are metal and not easily harmed. It is well also to use the self-starter to turn the engine. This will draw flames into the manifold. Quite often the whole fire may be extinguished if this is done in time.

A greater danger arises from permitting an accumulation of inflammable material in the drip pan. Once this becomes fully ignited the situation requires prompt and efficient action. The work of extinguishing should begin right here, leaving the carburettor till the last. Otherwise the burning gasoline at the bottom will continue to ignite that at the carburettor.

So remember always to start at the



NURSE DOROTHY ROSE, who has charge of the Emergency Hospital and First Aid room at Messrs. C. A. Vandervell and Co., Ltd., the great electrical engineering firm at Acton, London, where there are over 3000 women workers alone. Over 11,000 cases have passed through Nurse Rose's hands, only two of which were attended with serious results, which speaks well for the firm's consideration of the welfare of their employees.

bottom and work upward. If there is a flame on the ground beneath the car, use the self-starter with gears in mesh to move to another position. Sand is good if available, but never throw sand on the carburettor or any other parts of the machine. It falls away, leaving the gasoline free to burn, and also into the mechanism. On a flat surface sand or any other dry powder is excellent. Even flour has saved many a home where gasoline has been used carelessly.

The old method of covering the fire with a rug or carpet is good, but the extinguisher is better. This covers the fluid with a layer of heavy non-inflammable gas, which smothers the flame. Finally, never throw water on burning gasoline.

Everyone knows that any kind of a fire is dangerous, but if the above suggestions are employed under self-control the flames starting from a carburettor backfire will be efficiently stopped at the source.

TO THE HEART OF MAN.

Through the deep blue that arches round about our earth the Christmas stars look down upon all the shame and glory, the greatness and littleness, of this world of men. The world is wide and free and kind—fertile earth and teeming sea, uplands clothed in forest and stored with metals, plains broad for the harvest and bright waters carrying down their magic of power and plenty, mountains for shelter and reverence, and everywhere about the land old ocean's purifying border of innumerable waves. Across this good scene moves the soul-quickenning pageant of the days—the slow, sure promise of morning's light, the splendour of full moon, the misty green of cloud and rain, or the sharp justice of the storm, and then at last in assurance and benediction our sphere wheels us from the sun to darkness and rest in the hope of another day. To these mysteries of place and time is added also the living cycle of seasons—winter's frost, spring's blossoming, summer's harvest, and autumn's glory. Surely the heart of man shall answer to these signs of the eternal goodness. It is so. Cruelty and wrath and greed may have their hour, but in the long run of our human days it is the Christmas star that shines triumphant at the last. Some may take the way of the tiger or the wolf and seize riches for themselves, but unless they turn some of that wealth to the chosen works of goodness they will leave

—no doubt man's heart is better than his deeds. But this is a promise and not a curse; no failure, but a future. Whatever of horror and loss and grief the years may bring, it is but a passing discord in the eternal truth that the angels sang so long ago: "Peace on earth, good will to men." That is the coming true for which our world is but the dream.

WILL IT BE A MAN'S WORLD?

Lord Rosebery in discoursing of probable conditions in Great Britain after the war, speaks of the Army thus: "Our millions of men will return with a new spirit and new view of the world. They will be supermen, and they must inevitably control the future of this country. They will bring back self-respect and respect for others. Character is another inestimable asset that they will bring us."

The suffragettes and the feminists generally have been dreaming fondly of a post-bellum England which shall be under their control, but it is probable Lord Rosebery has the clearer vision; at least he has the authority of history. Ordinarily the nation that comes out of a desperate war with even a moderate degree of success is essentially masculine in its ideas for a good while afterward. Great Britain is likely to be distinctly a man's country when it gets through its fight, a country that will be run with small patience for feministic fads. And what will be true in Great Britain will be true in other European countries, only the change from former conditions will be less marked.

THE BEATEN TRACK.

Apropos of that La Crosse widow, who, dying, requested to be buried near her five husbands, Novelist Booth Tarkington says:

"It must have been this widow that they tell the story about.

"According to the story, a widow and her latest capture were advancing up the aisle of a flower-decorated church to the music of the wedding march, when every light, every single light in the place, went out."

Mr. Tarkington paused. "And what happened?" asked his listener.

"They kept right on," said Mr. Tarkington. "The widow knew the way."

