

RANDOLPH COURT OFFICIALS NAMED BY JUDGE SHOCKNEY

WINCHESTER, Ind., Jan. 10.—Judge Theodore Shockney has appointed the following court officials for the year 1920: Will Harris, of Union City, and Cynthia Cox of Winchester, jury commissioners; Rev. Dr. Robinson, probation officer; Miss Nelle Wall, official reporter of Randolph circuit court; Charles Eastman, court room bailiff. Judge Shockney also re-appointed Mrs. Eva C. Leggett and Mrs. Bertha Pierce members of the combined board of charities and guardians for a period of three years from this date, together with other members. Merle Chenevert and Mrs. Martha Clark, for two years from this date, and Ernest Dunn and Harry Smith for one year from this date. Sentenced for Larceny

Harry Dewey, Ed James and John Durban. Wednesday afternoon appeared before Judge Theodore Shockney and pleaded guilty to a charge of grand larceny. Judge Shockney sentenced James and Durban to the state reformatory at Jeffersonville for a term of from one to seven years, and suspended the sentence with the promise that the boys make weekly payments to the amount of the goods stolen by them. Dewey received a sentence of six months at hard labor at the penal farm at Greenfield. These boys recently robbed a number of local stores.

Replevin suit was filed Wednesday by Rosa J. Gilmore vs. Ernest Coughill. Suit on note was entered today in the circuit court by Charles H. Saiton vs. Charles Favorite. Suit on bond has been filed by the state of Indiana on relation of Homer Bickel and Will Bickel vs. Zack Wood, Hermon Simon, John F. Coleman and Charles B. Kennedy. The fire department made a run early Wednesday morning to one of the J. A. Long properties on North West street, where a small fire had started from a defective fuse. Thursday the Washington township Farmers' institute will be held at Lynn, when Mrs. E. R. Givens and William Madigan will be the speakers.

Principal of Canadian High School Word has been received that Ward Cornell, son of Rev. and Mrs. Frank Cornell, has accepted a position as principal of the high school at Tavistock, Ontario, Canada. Mr. Cornell upon his return from France where he spent more than the three years with the Canadian army, visited his parents in this city for several months. Rev. Cornell is pastor of the Friends church of this city.

Hirsch Will Probated The will of Anna D. Hirsch was admitted for probate Wednesday. She gives to her niece, Mary M. Berk, of Dayton, Ohio, \$10,000; to her nieces, Anna M. Berk, of Dayton, Ohio, \$10,000; to her grand-niece, Carrie Weitbrecht, of Greenville, Ohio, \$10,000; to her brother, Charles Thomas, of Greenville, Ohio, \$100; to her sister, Kate Dubber, of Greenville, Ohio, \$100; to her friends, Mrs. Kate Fogarty, of Dayton, Ohio, \$1,000; to her friend, Ella V. Hughes, of Dayton, Ohio, \$1,000. She gives to James M. Fletcher, of Winchester, confidential advisor of her husband, the sum of \$10,000. She bequeathes to J. M. Fletcher, as trustee in trust for Hannah Stevens, her housekeeper, \$500. She gives to her sister, Mary M. Berk, all her household goods and to the James M. Moorman Orphans' home of Randolph county the sum of \$5,000; to the trustees of the Winchester public library, \$5,000. The will was written on August 9, 1908, and witnessed by Abraham Sheely and John W. Macy Jr. . . . Suit on foreclosure of chattel was filed in circuit court Wednesday by Edgar L. Monks vs. Lester Geyer. Suit on account was filed Wednesday in circuit court by the Standard Lithographing and Printing company vs. Walter S. Baldwin.

Congregation Elects At the annual congregational meeting held at the Presbyterian church, Wednesday night, reports from officers in all departments were read and the following officers for the coming year elected: Trustees, George W. Robbins, W. C. Hiatt, P. E. Goodrich, Charles L. Keller and W. H. Williams; Deacons, J. Vining, Taylor, J. A. Browne, Clarence Engle, E. F. Monks, J. M. Fletcher, Morton Longnecker, G. H. Reinheimer and T. M. Thornburg. . . . The Farmers' Institute of Wayne township held a meeting in the Wayne school building Wednesday. The principal speakers were Mrs. F. K. Givens of the University of Michigan, and William Madigan of Veedersburg, Ind. Dinner was served at noon. . . . Suit for adoption was filed Tuesday by Warren Crum and Emma Crum ex parte. . . . Announcement Tuesday was made by Mr. and Mrs. Frank Daly of Lynn of the marriage of their daughter, Vada B. Daly, to George Alexander of Union City. The marriage took place in Cincinnati on December 1. Mr. and Mrs. Alexander will reside in Union City.

Slight Gain in Value of Building Shown Here

Statistics, compiled by the American Contractor, show that building for Richmond, permits to the amount of \$13,575, were issued in December, 1919, as compared with \$10,975 issued in the same month the previous year. Nineteen permits were issued in December this year while 18 were issued in December, 1918.

The estimated valuation of building activity in the country during the year 1919 is placed at \$1,326,936,702, as compared with \$445,549,492 in 1918.

Other Indiana cities listed in the Contractor and the amount expended for building in December, 1919 and 1918, follow:

Fort Wayne, in 1919, \$155,068, in 1918, \$92,525; Hammond, in 1919, \$261,420, in 1918, \$27; Indianapolis, in 1919, \$716,101, in 1918, \$167,339; South Bend, in 1919, \$78,697, in 1918, \$2,945, and Terre Haute, in 1919, \$27,501, in 1918, \$16,160.

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The Automobile Simplified

By FREDERICK C. GUERRLICH, M. E.
Make This Your Automobile Correspondence School

A N intimate talk on the working units of the automobile discussed in such a way that the layman can easily understand them. If in reading these articles, as they appear in the Palladium each Saturday, there is anything not clear to you, ask Mr. Guerrlich about it. An answer will be published on the completion of the articles on the section of the automobile under discussion.

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In our previous talk on the transmission, we saw that the purpose of the transmission was to give a lever to the engine for hill climbing and for starting, and also give a means

increased speed, and learned that we had to have a number of speeds and leverages to take care of all the various conditions of driving, and the various grades of hills. We will now see

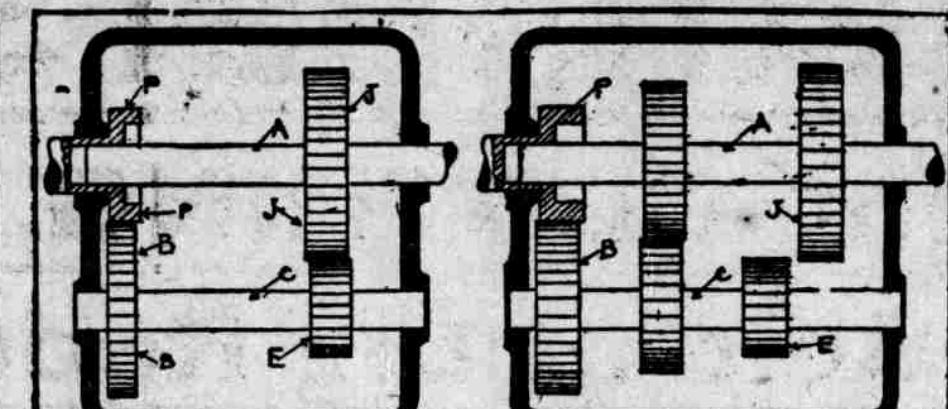


FIG. 1

FIG. 2

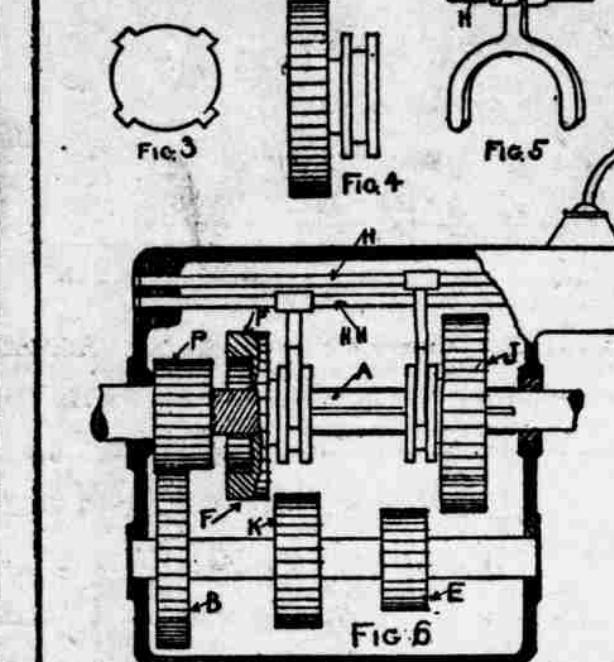


FIG. 3

FIG. 4

FIG. 5

for allowing the engine to revolve how the sets or trains of gears, which car speed is so slow that the engine, will give these variations in speed and card speed is so slow that the engine, leverages, are combined, and how the which has a minimum speed, would driver can choose the train of gears still if it were not given the increased which he requires.

Fig. 1 shows the transmission as far as it was developed in the last article. As you will remember the gear P is

connected to the clutch and so to the engine, while the shaft A, to which the gear J is attached, is connected to the rear wheels. The left-hand end of the shaft A can revolve inside of the gear P, it not being attached thereto, the gear acting as a bearing or support for this end of the shaft.

To review the action, the gear P is made to revolve by the engine, and in doing so drives the gear B. At the gear C, P thus also drives the gear E, which then drives J. As J is connected to the gear wheels (through propeller shaft, etc.), the rear wheels are thus driven.

Let us assume that the dimensions and leverage of the gear as shown are correct for low speed and maximum hill climbing. We will therefore have to add a set of gears for medium speeds and medium hills, which will permit a lesser leverage, but which will permit the engine to revolve slower in comparison to the speed of the car.

You will note that the greater in diameter the gear J is in comparison to its shaft A, and also the greater will be the leverage of the engine and the greater its speed. To have a lesser leverage therefore we make J smaller and E larger, or we can put another small gear than J on the shaft A, and another but larger gear than E on the shaft C, and have these new gears mesh.

Let us therefore slide the gear J out of mesh with E, and add the two gears as shown in Fig. 2.

As the shaft A cannot revolve at two speeds at the same time, some arrangement must be made to slide one gear out of mesh when the other is slid into mesh.

To permit the gear to slide and yet revolve, even or in third, but as under these circumstances there is no load on them, the wear of these gears will practically nil.

To shift into high gear, the shifter lever is simply moved so as to connect with the shaft H and then moved so as to push the gear F to the left. You will note that the movement of the lever to pull the gear F out of mesh with the gear K, or out of second, is in the same direction as that required to shift to high, and so a straight pull or push on the shifter handle (according to how it is connected to the shaft), is all that is necessary to shift from second to third, or from intermediate to high speed.

If we were to assemble the transmission as developed so far, we would get what is shown in Fig. 6. The sliding shafts on which the forks are fastened are placed side by side, but as if they were so drawn one would not show in the illustration, I show one a little lower than the other.

To study the illustration, Fig. 6, we find that if the hand lever is moved so as to connect with the shaft H, and then further moved so as to move this shaft H toward the left, the gear J will be pulled into mesh with the gear E and we will be in low or first speed. If the lever is moved to its original position, these gears will then

come out of mesh, or be in neutral. If the lever be then moved to the other side so as to take hold of the shaft H, and then moved so as to push this shaft to the right, the gears F and K will come into mesh and we will be in second or intermediate speed.

So far we have only two speeds, low and intermediate. Of course the third speed could be obtained by having a third set of gears. Gears, however, when constantly in use will wear fairly fast, and as the car is driven in third speed most of the time, it would be an advantage to have this third speed without driving through a train of gears.

You will see later, that because the axle of the rear wheels is at right angles to the crank-shaft of the engine, that there must be a gear at the rear axle to transmit the power at this angle. If the engine must have a lever for level driving (and it must have) then, why not get this lever at the gear of the rear axle, and have a direct drive in the transmission. This will do away with the drive through gears.

How can we obtain this direct drive? The gear F is considerably larger in diameter than the gear P, so an internal gear can be cut in it, and this gear can then be slipped over the gear which is made longer, and to permit this. Thus when the gear F is slipped over the gear P these two gears will be so connected that they will revolve as though they were one.

You will observe that they do not roll one another, as do the other gears, and so there will be no wear of them. You will also note that the drive of the shaft A by the gear is direct, none of the gears B, K or E being brought into mesh.

The gears B, K and E always revolve, even or in third, but as under these circumstances there is no load on them, the wear of these gears will practically nil.

To shift into high gear, the shifter lever is simply moved so as to connect with the shaft H and then moved so as to push the gear F to the left. You will note that the movement of the lever to pull the gear F out of mesh with the gear K, or out of second, is in the same direction as that required to shift to high, and so a straight pull or push on the shifter handle (according to how it is connected to the shaft), is all that is necessary to shift from second to third, or from intermediate to high speed.

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Envoy Denies Claim



Ambassador Joseph E. Willard (above) and Admiral Benton C. Decker.

Joseph E. Willard, U. S. ambassador.

to Spain, who was recently charged by Admiral Benton C. Decker with having been actively opposed to Admiral Decker's efforts to keep Spain from joining the central empire in 1918, replies that Spain never even contemplated entering the war against the allies. Admiral Decker says he kept Spain out of the distinguished service medal instead of the navy cross which has been awarded him.

TEN TEACHERS RESIGN
AT THE CALL OF CUPID
EVANSVILLE, Ind., Jan. 10.—Ten teachers in the Evansville public schools have resigned in the last two months to marry. Miss Irma Hoch, household arts teacher at the Claremont and Baker schools, will send her resignation to the school board Monday, asking to be released at the close of the present semester in order to wed.

In the Philippines there are more than 300 women's clubs.

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