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SHIP, BATTERED BY STORMS, ANCHORS OFF THE BALTIMORE COUNTY WATER FRONT

"Eastern Knight" Buffeted About In Voyage To Frisco And Back—Cargo Of Lumber All Washed From Deck.

The steamer Eastern Knight of the United American Line anchored off the county water front after three months spent on a round-trip voyage to Portland. She is bruised and battered, and in far worse shape than she was when she started, and the crew will join Captain Hutton in declaring that it was the roughest three months they ever spent at sea.

Maybe the gods frowned on the Eastern Knight. Some of the crew say they did. But others declare that Dame Fortune smiled upon the mor they wouldn't be here now. Anyhow, four times the Eastern Knight was reported to her owners as having met with disasters.

The crew of the big 8,000-ton freighter recount the series of disasters through which she fought.

Her misfortunes started shortly after the big frieghter left Baltimore late in August with a large general cargo for San Francisco, San Pedro and Portland.

A dense fog overhung the Chesapeake. And as the big vessel passed Coe Point there was a rending and crash as she crashed into the schooner Charles D. Stamford. The crew dashed to the decks, thinking the ship was sinking.

But the Eastern Knight had only a few plates dented. The Charles D. Stamford was badly damaged. The Eastern Knight, after standing by for a few hours, sailed on for New York to get extra cargo and repairs.

Then out into the turbulent Atlantic, with no stop until she reached the Panama Canal. And the Atlantic was at her worst. Waves dashed high over the decks. Hatches were battered in. Movable objects were swept from her decks and some of the crew crouched on their knees and prayed. But the Eastern Knight is a stout craft.

She passed through those storms off the South Atlantic States undamaged. More storms in the Pacific. Howling gales tossed the big freighter about.

Late in September she limped into San Pedro. Part of her cargo was ruined by the heavy seas that had plunged into her hold and the Eastern Knight was in no too fit condition herself. But the crew thanked their lucky stars that they had arrived.

Then up the Pacific coast, loading sundry cargo here and there. Finally she reached Portland, loaded a cargo of lumber and started for Baltimore, the crew hoping for the best. For as a general thing a trip around the coast is a pretty tame affair.

Once more the gods of fortune frowned upon the Eastern Knight. She stuck her nose in a sandbank in the Columbia River and remained fast for 24 hours. With the help of ...h tide and tugs she was floated, ... vessel damaged and the crew in a disgruntled mood.

The Eastern Knight, still declared by her crew to be one of the finest freighters afloat, reached Baltimore safely. She had left Portland with her decks piled high with a lumber cargo. When she arrived here that cargo was gone. Thousands of dollars worth of cargo had been picked up by the waves and washed away.

WHAT IS A COACH?

Now that the coach craze has hit motordom in earnest, it is interesting to know just exactly what is meant by coach. The Society of Automotive Engineers more than a year ago defined the coach as:

Coach—An enclosed single-compartment body, similar in general appearance to the sedan, with two close-coupled cross-seats for four passengers. There is a luggage compartment or space for a trunk at the back of the body. There is no glass in the rear quarters. The conventional type has two doors only, the forward seats being divided and the right-hand seat tipping forward to give access to the rear cross-seat. Some models have two doors on the right-hand side, there being two fixed cross-seats."

The first coach fas manufactured by the Hudson Motor Car Company on an Essex chassis, November 7, 1921. The price was $1,495 as against $1,195 for the then Essex open car. After the introduction of the Essex coach at the New York show, the coach was introduced by Hudson at the Chicago show.

CARD PARTY AND DANCE TO AID ORPHAN ASYLUM.

A card party and dance for the benefit of St. Vincent's Male Orphan Asylum was held at Lehmann Hall last night (Friday). The card party was in the lower hall and the dance in the upper one. Mrs. John J. Mahon is in charge of the committees. She was assisted by Mrs. Patrick Flanigan, Mrs. Harry Dunn, Mrs. Gilbert Dailey, Mrs. Bruce Wolcott, Mrs. Eugene Finegan, Ella Doyle and Mary Nevin. Mrs. John T. Daily is president of the women's organization.

BUICK HAS NINE NEW FEATURES.

Dirt and water have the same ravaging eeffect on an automobile that tuberculosis has on a human being, sapping the life of the vital parts of an automobile's motive plant. That it is possible to thwart these destructive elements by locking them out of every vital moving part is being demonstrated in the showroom of York Road Garage, Towson, Md.

The exhibit consists of a stripped chassis with ribbons and seals pointing out the nine vital points where dirt and water are kept out and lubricant is kept in by the special ...ck construction. The display shows that every part of engine and transmission, from fan to rear axle, is sealed against the intrusion of road dirt and water.

The hub and bearing of the fan are completely enclosed and are equipped with a special gear pump to supply adequate and proper lubrication.

The second point marked in the exhibit is the steel motor cover. This not only protects the exterior working parts of the engine from gritty road dust and keeps lubricants from contamination, but also prevents moisture from getting to the spark plugs.

The single unit Delco starter-generator permits the complete sealing of this mechanism in a single housing. This cover connects with the housing that encloses the flywheel and protects the starting gears and cogs both from any danger of road damage or the destructive effects of the accumulation of dirt and mud an open flywheel cannot help but gather.

Following back along the transmission system, the exhibit points out the methods by which the multiple disc clutch, transmission gears and universal joint are houses and sealed against dirt. It also shows how the universal joint is automatically lubricated from the transmission.

Special stress is laid on the propeller shaft housing, which forms the torque tube, or third member, and through which the driving impulse is transmitted from wheels to chassis rather than through the springs. This torque tube fully encloses the propeller shaft, making it impossible for road dirt to work into either the universal joint or rear axle from the shaft. The rear axle also is completely housed.

Tests have shown, Buick engineers report, that a small quantity of gritty dust working into the lubricant at a vital point can in a short time undo all the fine, careful machine work used in the construction of a car. It has the same effect as sandpaper would have if used to clean plate glass. For this reason as much care is used to eliminate the possibility of any dirt entering the mechanism as is used at the factory in machining parts that are fitted to limits of less thickness than a human hair.

SIGNS OF MURDER SEEN ON BODY OF HERMIT FOUND DEAD NEAR LANSDOWNE

One Of Two Blows Killed Aged Recluse, Residents Believe—Lived Alone In Shack And Did Odd Jobs Through Neighborhood.

Ferdinand Flack, 73 years old, a recluse of Lansdowne for 50 years, was found dead in a thick wood near Monumental Station, which is not far from Lansdowne.

The body was discovered by John Haeffner, a companion of Flack, who heard the aged man was missing and went in search of him.

The authorities said Flack's body bore the marks of two blows, the second of which caused his death.

Magistrate Richard I. Stapleton, of Halethorpe, who is also the coroner, summoned a jury and held an inquest.

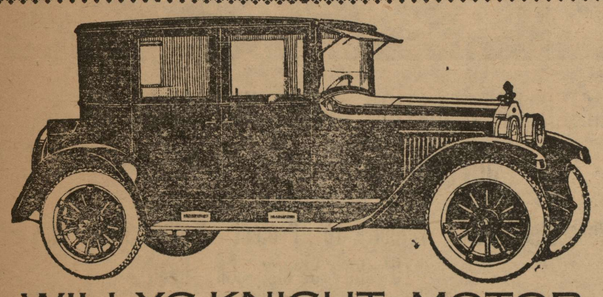
Flack, who came to this country from Germany, lived alone in a one-story shack near Lansdowne. His only relative, as far as the authorities have been able to learn, is Henry Flack, a Lansdowne contractor, who is his nephew.

Neighbors, who had not seen Flack for some days became alarmed at his absence. They summoned Haeffner. He said he had seen Flack at that time and, he stated, Flack had been in good spirits.

Shortly before 8 o'clock one morning Haeffner started out to hunt for Flack. North of the Baltimore and Ohio Railroad Station at Monumental there is a little towpath which leads by Monumental Lake. The towpath also connects Oak Park, a colored settlement, with Monumental.

Just one year ago, according to Haeffner, Flack disappeared. At that time, he stated, he had found Flack lying with his feet in the lake and evidently under the influence of liquor. So Haeffner, according to his explanation, visited the spot in his search this time.

Flack's body, according to Haeffner, was found near the shore of the lake. Coroner Stapleton, who was summoned, found a spot of blood 10 feet from the body.



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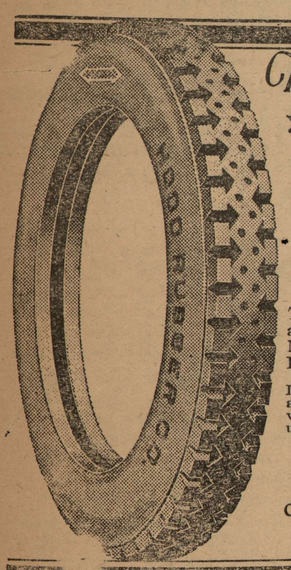

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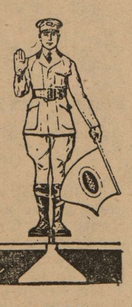

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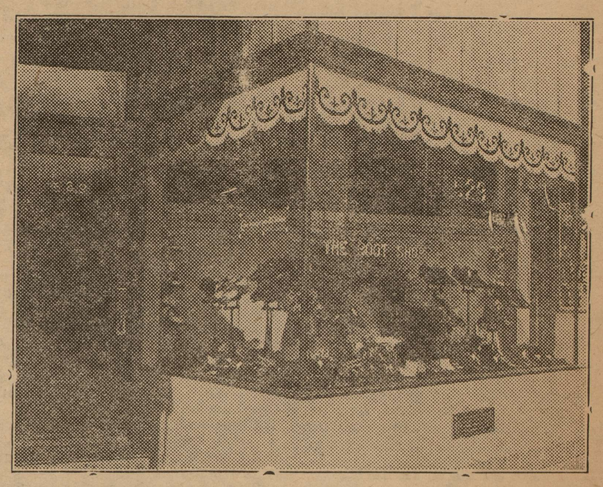

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