WASTE NOT DUE TO BUYING OF MOTORS

Economist's Argument Is Indignantly Refuted By Automobile Man.

If there are any evils existing in the business world today which have not been attributed to the automobile, some one had better speak up and point them out quickly, or the opportunity will be lost.

"The wiseacres, the would-be philosophers and the self-appointed guardians of other people's affairs have proclaimed the widespread purchase of automobiles to be an economic waste which, if not checked, is going to cause the ruination of the country and other kinds of calamities," said F. P. Drysdale, one of the most prominent men in the automobile world. "All of which," he continued, "can be classified as nothing more dignified than mere 'rot.'

Contrary Is Held True.

"An intelligent analysis of facts and conditions will prove that quite the contrary is true, and that to the automobile industry the country is indebted for a very material share of its unprecedented prosperity during the last few years.

"In substantiation of this assertion, it is merely necessary to point out that the one thing essential to general prosperity is the free and rapid circulation of money. A single dollar—or a single penny, for that matter—kept in circulation is a greater factor in promoting prosperity than the entire currency of the country, were it to remain untouched in safety deposit vaults or sewed up in the mattresses and hidden under the carpets of the nation.

Keeps Millions Busy.

"Economic waste- Bosh! There is no economic waste like idle labor. The automobile industry provides the means of livelihood for more than 1,000,000 people.

"First, there are the vast plants which employ hundreds of thousands of skilled mechanics in the construction of motor cars.

"There are the thousands employed in the industries which furnish material to the motor car manufacturer, the steel mill, the paintmaker, the tannery and a score or more of others, to say nothing of the stockman who raises the cattle that furnish the hides for trimming, and the miner who digs the ore that makes the steel, and the man who gathers the rubber that makes the tires, and so on back.

"There are the plants devoted to making machinery for making the parts that enter into the motor car. There are thousands of salesmen engaged in the plan of distribution.

If Wheels Should Stop.

"Imagine yourself awakening tomorrow morning and finding the wheels of the motor car industry stopped—not to start again. Imagine, also, hundreds of thousands of workmen suddenly cut off from the means of sustenance. Imagine, then, the result to the tradesmen, the merchant, the butcher, the grocer, the dry goods, the clothing and the shoe men as well as the hundred and one others with whom those wages are spent, to say nothing of the consequent stopping of the circulation of the cash beyond those points.

"But, you may say, that would affect only the cities in which automobiles are made. Would it? The man who receives the cash for his labor from the automobile manufacturer spends it first with his home retail merchant. The retailer buys from the wholesaler. If the business of the latter be curtailed his requirements for help are also curtailed. The wholesalers buy from the various manufacturers, who are scattered from one end of the country to the other. The wholesalers' business having been reduced, the manufacturers' business is likewise cut down, and he is obliged, therefore, to 'lay off' his men.

"The consuming or purchasing power of these men is in turn reduced to nothing, and they, in turn, affect still other producers.

Every One Affected.

"The chain is an endless one. Even the farmer is not exempt from the influences. Unemployed labor must economize in everything, including foodstuffs. The sale of products of the farm becomes lessened and prices fall accordingly.

"The farmers are frequently the subject of severe criticism for their extravagance in buying automobiles. Yet the very fact that they are doing so is one of the underlying reasons for their being able to buy them. More plainly speaking, the farmers are getting their automobiles, and, in fact, are getting them without cost. This statement, upon first thought, may appear absurd, but reverse the process of reasoning and see if it is not true.

Money Is Returned.

"The farmers, by expending millions of dollars for the comforts and enjoyments of life—even for the luxuries, if you will—are creating enormous opportunities for the employment of labor. The employment of that labor in turn increases the consuming and purchasing power of labor, with the resulting increase in the value of what it purchases, and consumes, the greatest items of which are the foodstuffs, the products of the farm.

"The idea that 'bumper crops' are the basis of prosperity is all right as far as it goes, but unless the financial condition of the country as a whole is such that these crops will command good prices their value as a basis of prosperity is minimized.

"Take the farmers who today have the cash to pay for comforts, for automobiles and for other so-called luxuries. Let them all suddenly stop, and in less than a year it would be found that they would have little, if any, surplus to buy with. The whole country would quickly revert to the old order of things—the souphouse, low prices for farm products and the resulting depreciation of farm properties.

"The man who decries the use of money which goes to pay for the products of labor, with the idea that such expenditures are detrimental to the industrial welfare of the people as a whole, does so either because he himself happens to be so situated that he can profit by the misfortune of others or because he is not capable of fully comprehending the process necessary to promote industrial well-being and general prosperity."

Way to Lock Nut So It Will Be Effective

A method locking a nut that sometimes is useful is to drill a hole lengthwise into the end of the bolt, in the center, countersink and tap it for a flathead machine screw, split the bolt through the hole for a short distince and, when the nut is home, put a tight-fitting machine screw into the hole, slightly spreading the spit. It makes a neat and effective job, though it is not practicable in some cases.

DE PALMA EXPECTED AT INDIANAPOLIS MEET

Italian Speed King Has His Crew at Motordrome for Preliminary Workouts.

When Carley Root lines the racers up at the tape on the Indianapolis speedway Memorial Day, for the third annual 500-mile sweepstakes race, it is confidently believed Ralph De Palma will be among the thirty racing stars who will compete in the long grind.

The Italian speed merchant has picked out training quarters for himself and his crew at the motordrome, and this presages his participation in the big race. Also it means that he will again battle against the jinx which has pursued him so persistently in big races and which he only partly subdued last season.

When De Palma ran into Caleb Bragg in an effort to take the lead on the last lap of the Grand Prize in Milwaukee last October he suffered injuries which made his recovery doubtful. When he survived the ordeal it was thought the experience would cure him of all desire to race again. But De Palma is ready and anxious to try again against the best pilots of America or Europe.

Sustaining accident, mechanical or tire troubles fifteen times within five years in big events, De Palma met his crowning misfortune financially and gained his most notable victories last season.

Lost At Indianapolis.

It was in the international sweepstakes of 500 miles at Indianapolis that a broken oil pump robbed him of victory and the $27,000 which went to the winner. For 497 of the 500 miles De Palma set a pace of over eighty miles an hour, which left his competitors in the rear. Then with only one more lap to go his big Mercedes balked and he saw Joe Dawson come from fifteen miles in his wake and reel off the few remaining circuits of the brick oval for first place.

De Palma then went to France to compete in the Grand Prix. On the first day he was in third and fourth place, only to be disqualified for taking on fuel outside the pit.

Then came a turn in De Palma's fortune, for he returned and won both the Elgin National trophy and free-for-all events at Elgin. He followed up the success by capturing the oft-postponed Vanderbilt cup affair at Milwaukee, and his triumphs were not begrudged by rivals who had admired his pluck and perseverance under reverses.

Two days after the Vanderbilt De Palma met his accident in the Grand Prize when with only one more lap to go he was assured of second place if he had not attempted to press his speed and overtake Bragg.

De Palma, who was twenty-nine years old in December, was born in Troia, Italy, not far from Naples. He possessed the speed mania in infancy.

When Ralph was seven years old his family emigrated to America, which gave him added opportunities.

It was natural for De Palma to take up bicycle riding and, when he became proficient as an amateur, to enter the professional field in preference to attending school. Ralph was noted for his endurance and was more successful in the longer races than in the sprints. He met such riders as Floyd Krebs, Nat Butler, and Johnny Johnson.

But the bicycle was not fast enough for Ralph, so he became a motorcycle rider with the advent of that useful means of locomotion. He followed this vocation for several years and then jumped into the big game.

De Palma's first race resulted in an accident. Securing an opportunity to drive at Briarcliff in 1908 because an accident in practice had incapacitated Al Campbell, for whom he was mechanician, Ralph took the repaired car and was in fourth place with two laps to go when his tires blew out and his car blew into a stone wall. He was severely bruised, but not seriously injured.

Won From Speedy Ones.

While meeting accidents and mechanical troubles in so many races which would have brought him recognition, De Palma in 1908 and 1909 campaigned on the dangerous dirt tracks and tumbled records with monotonous frequency, as well as winning match races from George Robertson and Barney Oldfield.

Firmly established as one of the world's leading drivers and notably successful in match races and trials against the clock, De Palma ran through a disheartening series of mishaps in the big events of 1911 and 1912 until his double victory at Elgin.

At the end of the season De Palma was declared the champion road racing driver of 1912, winning four of five starts, the best record made in such contests in the last four years.

De Palma is modest in manner. He will talk about his races and laugh at his misfortune, but will not complain of the chain of events which would have converted almost any other man into a confirmed grouch. Those motor enthusiasts who have learned to admire his sportsmanship will hope that De Palma's racing misfortunes are a thing of the past.

Should Inspect Locknuts On Motor Car Tappets

Valve trouble sometimes is encountered in engines which are equipped with adjustable tappets. If the locknuts of the tappets become loosened the clearance between the end of the stem and the lifter may become altered sufficiently to materially affect the timing. On this account it is a good plan to inspect the tappet adjustments occasionally to make sure that the locknuts are perfectly tight. The precaution may save the bother of making a rather delicate adjustment.

Michigan Motorists Win Notable Victory

The supreme court of Michigan has held unconstitutional the clause in the State automobile law, which makes the owner of a motor vehicle liable for any injury occasioned by the negligent operation, by any person, of the owner's automobile. This is a distinct victory for the motorists of Michigan.

This does not affect chauffeurs, who are held to be paid servants of the car owner, who is strictly responsible for such employe's actions while the vehicle is under his control.

BUYERS ARE OFTEN CARELESS ON TIRES

Capital Agent Says Average Owner Is Not Particular Enough on This Point.

The average car owner is mighty careful about the car he buys. He must have everything to suit his ideas of power, equipment, and refinement of lines.

He is, unfortunately, less particular about his tires. He seems to forget that a car, with poor tires, isn't worth much for real service.

This point was brought out strongly by George Meeley, who has the Washington agency for Firestone tires. Mr. Meeley and his assistant, S. S. Grogan, are strong factors in the tire business of this city. Mr. Meeley's statements, therefore, carry considerable weight. Among other things he said:

"The more I think of the fact that a pneumatic automobile tire is made principally of two vegetable compounds—cotton and rubber—the more respect I have for the man who makes good ones.

"If one realizes from what unsubstantial, apparently flimsy raw stocks the two are fabricated, the more one marvels that tires are as good as they are. And the solid rubber tires—look at what they have to stand. Think of the banging and abuse under the enormous strain of five or six tons of machinery in motion. It's tremendous! It's a marvel that they give as much economy as they do.

"A few years ago most drivers of pleasure cars didn't watch their mileage cost very carefully, but see how the up-to-date motorist does now. Keeps an accurate record of the number of miles each tire runs. Co-operates with the tire company and tries to get service. Keeps the proper air pressure in the tire. Looks after little cuts before they get filled with oil and sand. And see how the cost per mile of running a pneumatic tire is reduced when a man does pay a little intelligent attention to their care."

Upkeep of Automobiles Depends on the Care

"The cost of upkeep depends almost entirely upon the way in which a car is driven. If a car is handled with anything like the same care any ordinary machine as complicated as a motor car receives there would not be any complaint about expense bills." This is the statement of M. T. Pollock, the Oldsmobile agent.

"Did you ever notice how a wild driver exhibits his ability?" continued Mr. Pollock. "He seems to be of the opinion that a motor car has the same vitality and flexibility as a horse. True, the motor car will stand more real travel than a horse, and do it on less cost, but it will not stand hard skidding and racing over rough roads. The man who handles his car with care has few repair bills."

SPARK REGULATION IMPORTANT FACTOR

Average Motorist Does Not Give Question the Proper Consideration.

The average motorist has not given much consideration to the question when to advance the spark or retard it when operating his car. In consequence he has often wondered whether another car of identically the same make and model had greater horsepower than his own.

"As a rule," says Rudolph Jose, of the Cook & Stoddard Company, "in order not to confuse the beginner, the instructor advises him that after the engine was started, to keep the spark lever about three-fourths to two-thirds of the distance on the sector, this being the point at which the spark would usually be set when traveling over good roads, but when a steep grade or hard pulling is necessary, this would be wrong, for under such circumstances the spark should be retarded, giving a later explosion.

"The motorist who has acquired the art of knowing just when to advance or retard the spark has the upper hand of one who may be unfamiliar with this fact, securing more power from the engine, therefore being considered a better operator.

"Ignition experts have for years endeavored to devise a mechanism which would relieve the operator of the necessity of constant attention to the spark lever, and it remained for the Cadillac force to solve the problem, and all 1913 Cadillac cars are equipped with such features. This is an application of a ring-governor, the action being such as when the speed of the engine is increased the governor retards the spark, preventing the damage which may be occasioned by either too much or insufficient spark.

"The operator, after starting his car, sets the spark lever at any position, and the governor automatically does the rest."

Each Year Marks Some Advance in Car Making

In the process of motor car development, which has been the most wonderful in the history of commerce, each year its especially marked by a distinct advance in some particular feature in addition to the general advance of the motor car as a whole. In the early days of the industry, the years can be clearly defined by the number of cylinders in general use, such as "single cylinder year," "two-cylinder year," "four-cylinder year," and more recently the "six-cylinder year." Other years that stand for some particular feature could be designated as "multiple disc clutch year," "the fore-door year" and "engine-starter year."

But the page in automobile history that will chronicle the developments and improvements of the year 1913 will be headed by the word comfort.

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