

BOILING POINTS OF THE RADIATOR

A Facade of Fact, Fancy, and Faceiousness.

COMMENT ON CARS AND PEOPLE

Chukker of Chatter By The Times Automobile Editor.

By WOLFE W. SOHN.

Far be it from us to beef the customer in "Woman's place is in the home." Woman is to be commended for any of her ambitions. But in some instances of the present rampant preparedness movement she is unutterably false to her real missions in life.

There are exceptions, such as the automobile school for nurses conducted by W. T. Nishwitz, but in too many cases women are negligent of things more important in their particular spheres.

Ladies who have no home ties or responsibilities are highly to be praised for desiring to learn nursing, aviation, automobile repairing, and the like. But many of the ardent female students of various auxiliaries to the military scheme of the moment are mere faddists, whose brothers, husbands, and children are suffering for lack of proper attention.

Suffering is the word. There may be nothing romantic in a scheme of button sewing, children care, home management, and—if we revert to the very middle class—cooking, but these occupy quite as important a niche today as ever before.

Of course, it is being done. It's the proper thing this season because Mrs. Lais and Mrs. That have gone in for it.

But because our selfish mind will not admit the justice of home neglect, we, for one, are against such education of the ladies as will work hardship in the household that is not compensated by a similar service to the Government in the present crisis—education that never will be applied, and that, if acquired, must be by sacrifice of husband and children on the altar of a faddist creed.

CHAUFFEUR—Wanted, a good driver, one who will make himself generally useful; also able to tend bar. Address BOX —Chicago Tribune.

Take It From Me. Take it from me—a bum mechanic. Putting valvies on your car isn't worth much. In things organic noise and troubles mostly are "trouble." Call on a simp to check it. Nix! Chances are the book would wreck it.

Many a piker thinks it's cheaper. Cheaper himself to fix what's wrong. Fix it! He only goes in deeper. Fixing doesn't last for long. And then he seeks, in desperation, The Sultan of the Service Station.

Sculptors are nuts to tackle plumbing. Carpenters are not much on art. Clergymen are not meant for rummaging. Take my advice before you start. Fixing a car's a job titan.

Take it from me—a bum mechanic. Chisholm & Moore, manufacturers of something or other in Cleveland, have a fleet of Packard trucks.

The following letter was received by them from a district superintendent of the Pennsylvania railroad: "I beg to advise that on January 8, last, while our engine 7749 was passing over East Fifty-third street very slowly—speed about three miles per hour—it was run into by your automobile truck No. 12119, damaging our locomotive to the extent of \$1.31."

Which makes a good story. But the joke, if any, is on Chisholm et cetera, who, we are told, "gladly paid the \$1.31."

The honors belong to the guy who wrote the letter, not as may at first seem proper, to the truck.

By conceding the \$1.31 to the owners of the truck, and implying such generous praise of the truck's strength, stout construction, and high quality, the supe cleverly sidestepped the real issue of a damage suit by the truck owners.

And Chisholm et cetera, if you like our opinion, not only swallowed the hook, but came up for the gaff.

Information in the form of a note has just reached the Motor Life about Labor Day race meet at Benning track will include an additional attraction in two companies of Field Artillery, which will give exhibitions of horsemanship.

To which Irvn Bell, champion of deceased languages, is prompted to add that maybe the motor corps is going to give signal exhibitions in multiple spinning.

A few weeks ago we wept in copious gobs because of the dearth of real humor. We deplored the fate of conventional jokes on motor matters that Puck, and Life, and Judge abuse, dragging them out of the comfort of their old age and compelling these poor reputations of earlier humor to perform once more the printed stunts.

What, we ask—outside of this favored medium—do you read for your automobile dope?

The American Motorist is an estimable publication. But its motive is frankly touring matters. In its file it stands a lonely cynosure, to which the tourist must turn. It is the Oracle of the Highway.

But this is by way of slipping the laurel, the bay and the rest of the twining verdure to Motor Life—about four dollars' worth of estimability for twenty-five cents. Lamping the list of interest in, for instance, the May number, we found a stellar list of contributions which cost a ponderous parcel in excess of ten dollars per article.

Just why there is no other mag in this field which is devoted to the upholstery, designs, insurance, humor, fashions, camping, repairs racing, and the other thirty-nine or so wretched things having to do with motor cars and their owners, is beyond us.

The answer is concealed nowhere on our person. If Motor Life about the lay motorist for its own, we are not surprised. It deserves it, with no little margin and a considerable edge.

STUDENTS TO FIGHT

Three Washington Men Represent One Institution in Army.

Three Washington students of the Massachusetts Institute of Technology, have offered their services to the Government for the war, and with 200 other seniors who have volunteered will receive their degrees without further attendance at school.

The Washingtonians are Lieut. Edgar R. Gorrell, who already has reported for active duty, but who will be given the degree of Master of Science; Arthur E. Dowell, Jr., who is now taking an intensive course in naval architecture, and Claudius H. M. Roberts, who has been active in the cadet school of aeronautics.

RAILWAY USES PAY OFFICE ON WHEELS

Motor Truck Fitted Up With Every Convenience.

A motor truck with a specially designed body containing all the conveniences of an office and protected against highway bandits is used by the Chicago surface railway lines to carry the pay envelopes of thousands of its employees to car barns and other widely scattered districts, says the Power Wagon.

In some cases the motor truck merely transports paymasters and large sums of money from one car barn to another. In others, trips of several miles are made into the country to pay line and track men and gangs engaged in special construction work, such as building of new bridges, tunnels, buildings, and general track improvements.

The machine has accommodations for four paymasters, a chauffeur, and a guard, all heavily armed. The paymasters are provided with swivel chairs and work at tables which hang on hinges and may be dropped down when not in use. The table in the center of the office is used for making up payrolls while the motor truck is en route, and within easy reach on either side are shelves for money trays. The windows are protected by iron bars and connected with an alarm system.

In paying direct from the motor truck the chief paymaster sits at the extreme end of the office, takes the pay envelopes from the shelf, and passes them out to the workmen through a wicket in a window on his left. The men are receiving their money the guard stands on duty in the rear of the office and the chauffeur guards the front.

When the machine is traveling through the streets all money and other valuables are carried in a special steel vault built in the body behind the rear seat.

TOBACCO PRICE DUE TO RISE WITHIN TEN DAYS

Boost in Cigars and Cigarettes Attributed to War Tax.

Cigars, cigarettes, and tobacco are going up in price within the next ten days.

According to E. H. Graves, local manager for the United Cigar Stores, it's all due to the war tax.

"Cigars probably will jump about 10 per cent," said the manager. "Tobacco will jump, too. I can't say just how much, but it is more than probable that the sizes of packages will be cut."

"Cigarettes will come eight in a pack, instead of ten, and in packages which now contain about twenty, smokes five will be missing."

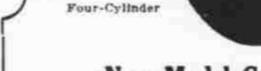
"We strongly advise advance purchase of all tobacco before the raise comes."

According to advices received today, the boost in tobacco, prices will prevail throughout the country. In New York it already has been announced.

The P. Lorillard Tobacco Company yesterday raised the price about 10 per cent on all their products. The American Tobacco Company increased prices from 5 to 10 per cent on two of its most popular brands.

MASS FOR WAR VETERANS. A military mass for civil war veterans will be celebrated tomorrow morning in Stanley Hall, Soldiers' Home, by the Rev. Father Whelan, chaplain of the home, assisted by priests of the Dominican House of Studies, Brookland, Father Fitzgerald will preach.

Scripps-Booth



Four-Cylinder Roadster

New Model G. Has Arrived!

Actual motor increase eight horsepower—(from 2 to 55 miles on high gear).

More seating room, more driving room, more comfort and all the luxury and economy that have made Scripps-Booth reputation.

T. V. T. Motors Corporation

C. ROYCE HOUGH, Mgr.
Connecticut Avenue at Dupont Circle.
N. 7853

Four-Cylinder Roadster.....\$ 935
Four-Cylinder Coupe..... 1450
Eight-Cylinder Four-Passenger 1280

CLEVER PILOTS FOR COMING MEET HERE

Six Automobile Races Scheduled on the Program.

JOE DAWSON MAY DRIVE CAR

Annual Decoration Day Meet to Be Held Next Wednesday.

The third annual Decoration Day meet of the Middle Atlantic Motors Association will be held next Wednesday. A field of clever dirt track drivers, many of whom are well known here, will pilot in the various events a Stutz, Mercer, Beaver Bullet, Duesenberg, Davidson Special, two Kline bars, Buick Special, 16-valve Ford, and a Donohue Special.

Officials of the association are endeavoring to control the Dawson to Washington for the meet with a Challenger racing car.

The program calls for six automobile races, ranging from five to twenty miles. Prizes and a championship cup are offered by E. Voltz, Jr., aggregating almost \$1,000 in value, additional appearance money being guaranteed out of town contestants.

Contrary to the usual scheme of things in these days of rising prices, admission will be lower at this meet than ever before.

A special motorcycle event of ten miles, of a match nature, has been arranged to satisfy the claims of half a dozen riders in this city as to their supremacy on the little brothers of the self-propelled world.

The Naval Gun Band will furnish music and the committee has arranged with the War Department whereby two companies of field artillery will give exhibition drills before the beginning of the race program.

William Dekowski, a young mechanic of Washington, will enter a special model upon which he has been working for the last six months. Dekowski has never figured with any prominence in local speed annals, but his entry on next Tuesday will be a dark horse well worth watching.

The car, which is called the Lone speedster, is capable of more than eighty miles an hour on the road, and certainly more than sixty on the circular dirt track at Benning.

NURSES LEARN HOW TO REPAIR AUTOS

W. T. Nishwitz Instructs Score of Girls in Motor Maintenance.

Following an exhaustive term of intensive study of automobile construction, under W. T. Nishwitz, of the Twenty-fourth and M Street Garage, more than twenty Red Cross nurses of Mrs. J. Borden Harrison's hospital unit completed their courses early this week.

The object of the course was to provide the nurses, with a degree of knowledge about motor cars, beyond merely driving, in view of the possibility of drivers of the ambulance corps being incapacitated.

It was also considered that minor adjustments to ambulances plying between front trenches and base hospitals could be more rapidly effected if the nurse riding with the ambulance could render intelligent help.

Nishwitz, who is the mechanical head of the Motor Company, of Washington, also manages the service work for the Twenty-fourth and M Street Garage. Probably there are few men so well equipped to deliver lectures of this kind as he. His experience with engines extends over twenty-five years. Long before the automobile was an established success he was chief engineer for the Merchants and Miners' Transportation Company, at Baltimore.

The class was highly enthusiastic over its course in motor lore and Nishwitz has the satisfaction of knowing he has helped two scores of nurses toward an understanding of a subject most essential to them in their service of the ambulance corps.

The class included Mrs. George F. Becker, Mrs. Conroy Hewitt, Miss K. J. McClintock, Miss Mary Brown, Mrs. C. A. Lindley, Mrs. E. J. Marquart.

Mrs. S. C. Briggs, Miss Dorothy Owen, Mrs. C. B. Howry, Mrs. Sidney Tremble, Mrs. F. A. Connelly, Miss Ethel Ireland, Miss Fannie Bell, Mrs. Genevieve Fortescue, Mrs. H. E. Brooks, Mrs. Fleming Newbold, Mrs. Arthur Cranston, Mrs. M. M. Macomb, Mrs. W. F. Patten, Miss Catherine Cusma, Mrs. J. E. Cuello, Mrs. J. B. Cochran, Mrs. George Flournoy, Miss Irma Shaw, Mrs. H. H. McFall, Mrs. C. D. Cochran, Miss F. Clarke, Miss K. B. Speer, Mrs. E. H. Goodwin.

TUNES VIBRATIONS TO CHECK REBOUND

Ray Long Applies New Plan to the Columbia Car.

Ray Long, chief engineer of the Columbia Motor Company, who has made a thorough study of methods of counteracting motor car "rebound," has applied his findings in the new Columbia six. This car, after striking an obstruction in the roadbed, immediately settles without vibration, instead of continuing the rebounding impulse for a distance of several hundred feet.

He has provided for the "trapping" of rebound by simple but effective means.

There are two kinds of vibration in a motor car chassis, the swinging vibration of the chassis frame—a natural vibration due to its weight—and the vibration of the springs, due to their length, weight and design. If the springs vibrate at a rate such as will check the rebound swing of the chassis, the two vibrations will destroy each other, just as any two opposing forces will tend to destroy each other.

Long and his assistants experimented with several lengths of springs to ascertain at just what fraction of an inch they would offer the greatest resistance to the rebound of the chassis, and the rebound of the chassis to that of the springs. The spring length of least vibration was found to be just forty-nine and one-half inches, which length of spring they had incorporated in the Columbia car.

TO ADVISE GOVERNMENT UPON ENGINE MATTERS

National Defense Council Creates an Automotive Committee.

The Council of National Defense today announced the creation of an automotive committee, to serve as a co-operative committee under the leadership of Howard Coffin, chairman of the committee on munitions of the advisory commission. It will be the function of the new committee to advise and assist the Government departments on all matters involving the use of internal combustion engines, including the production of motor cars, trucks, and ambulances, tractors, motorboats, and airplanes. The membership of the committee is as follows:

Chairman, Charles Clifton, president of the National Automobile Chamber of Commerce; C. W. Stiger, president of the Motor and Accessory Manufacturers; Coker F. Clarkson, general manager of the Society of Automotive Engineers; Frank H. Russell, president of the Aircraft Manufacturers' Association; H. L. Horning, chairman of the tractor standard division, Society of Automotive Engineers; Henry R. Stubbard, chairman of the marine standards division, Society of Automotive Engineers, and K. W. Zimmerich, past chairman of the standards committee, Society of Automotive Engineers.

Mr. Zimmerich will act as manager of the committee, and will be in charge of its office in Washington.

MOTOR TRUCK KITCHEN.

P. Burns, of Wenatchee, Wash., has hit upon an uncommon use for the motor truck, says the Power Wagon. In past winter seasons Mr. Burns has officiated at the coffee urn and handed out the "hot dogs" to the hungry farmers at the sales held by the ranchers. He used to haul his supplies in a two-horse wagon and borrowed the use of a stove from the farmer's wife. Now he has a veritable kitchen on wheels, complete with stove, tables, benches for the men and room enough to accommodate all comers except during the rush hours.

In an action for death at a crossing, an instruction that decedent might assume that defendant would operate his train in violation of law, and that, if decedent saw the train approaching and did not know or could not know that it was being operated in violation of law, so that

AUTO LITIGATION IN NEWS OF DAY

Rulings of the Courts of Interest to Every Motorist.

A RECORD OF WEEK'S CASES

Whys and Whens of Both Criminal and Civil Suits.

In an action for injuries received in collision between automobiles, the court charged that defendant was negligent, if he carelessly and negligently operated his car by negligently or carelessly failing to sound any whistle or alarm or to give any warning of his approach to the crossing where the accident took place, or carelessly and negligently failed to slow down so as to have control of his car or to stop it in case of meeting any one, or negligently or carelessly operated at a high and dangerous rate of speed. A number of instructions repeated that the negligence complained of was failure to slow down on approaching the crossing so as to be able to control the car in case of meeting another car or person.

Agents of a jitney bus corporation who asserted that it abetted its operation without a permit are criminally liable with it for violating laws 1915, p. 227, regulating jitney bus traffic. —State v. Collins, 161 P. (Wash.) 467.

The negligence of the driver of an automobile in which decedent was riding when struck by defendant's engine was not imputable to the decedent. Chicago, Indianapolis and Louisville Railway Company v. Lake County Savings and Trust Company, 114 N. E. (Ind.) 457.

Laws 1915, p. 227, entitled "An act relating to and regulating common carriers of passengers upon public streets, roads, and highways," and providing for bonding motor vehicles, does not violate Const. art. 2, § 19, because not expressing its subject in its title. —State v. Collins, 161 P. (Wash.) 467.

Where a jitney bus line contracted with a municipal corporation to transport passengers between certain points, held that such transportation was not rendered on behalf of the municipal corporation so as to render the jitney line exempt from laws 1915, p. 227. —State v. Collins, 161 P. (Wash.) 467.

Where an automobile driver, approaching a grade crossing, could have seen the electric car in time to avoid collision, but, on discovering it, tried to cross in front of it, and was struck when the automobile almost reached the crossing, held that the driver gave the engine too much gas, and, trying to increase speed, the driver was contributorily negligent. —Thompson v. Lewiston, Augusta and Waterville Street Railway, 99 A. (Me.) 370.

A crossing collision with an automobile was not due to negligence of a street railway company where its electric car, blowing the whistle 800 feet from the crossing, approached the crossing at about twelve miles an hour, with the power shut off, and brakes applied as soon as the automobile was seen on the crossing. —Thompson v. Lewiston, Augusta and Waterville Street Railway, 99 A. (Me.) 370.

Where, after his employer had left the city, a chauffeur conspired with a woman to steal the keys of his employer, and, while returning to look for garage keys which he thought he had lost on such errand, he was struck and injured by a motor car, the accident occurred in the scope of his employment, although he was intoxicated at the time, and he had not in fact lost the keys, but had them on his person. —Minister v. Holmes, 190 S. W. (Mo.) 62.

The driver of an automobile, which was moving after dark, and at slow speed, another automobile across a sidewalk into a garage, by a rope about twelve feet long and eighteen inches above the walk, should have anticipated that persons on the sidewalk, waiting for him to pass, would attempt to cross between the two machines, and was therefore negligent in not giving some warning of the presence of the rope, so as to render his employer liable for injuries occasioned by tripping over the rope. —Rapetti v. Peugeot Auto Import Company, 162 N. Y. S. 133.

In an action for death at a crossing, an instruction that decedent might assume that defendant would operate his train in violation of law, and that, if decedent saw the train approaching and did not know or could not know that it was being operated in violation of law, so that

If decedent had run the train at not more than six miles per hour as permitted by ordinance the collision would not have occurred, the decedent has the right to assume that it was safe to cross the track, as against the objection that it was contributory negligence to voluntarily attempt to cross on the assumption that the speed of an observed train was not greater than allowed by ordinance, and that the traveler assumed the risk, was not erroneous. —Chicago, Indianapolis and Louisville Railway Company v. Lake County Savings and Trust Company, 114 N. E. (Ind.) 454.

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ENGINEERS TO MEET IN CAPITAL IN JUNE

S. A. E. Summer Gathering to Be Held Here on 25th and 26th.

Definite plans concerning the summer meeting of the Society of Automotive Engineers, to be held June 25 and 26 at the Bureau of Standards, in this city, were settled at the May meeting of the council of the society, which was held in the new S. A. E. offices in the Munsey Building.

An informal dinner will be held in the banquet hall of the New Willard, Tuesday evening, June 26. Secretary of War Baker has accepted an invitation to be present and address the engineers. The other speakers have not been decided upon as yet. The dinner will be 45 per plate, and members are asked to make reservations through the New York office of the S. A. E.

It is expected that this dinner will be the greatest get-together of the Government officials and S. A. E. members in the history of the society. Over thirty guests representing the army and navy will be present, and in addition the Council of National Defense and other organizations cooperating with the Government will be invited.

NEW FIRM IN THE BATTERY FIELD HERE

G. H. Himes Is Made Local Distributer for Prest-o-lite.

EXPERT INSPECTION NEEDED

Most Motorists Mystified by Functioning of Storage Devices.

G. H. Himes has taken the local agency for Prest-o-lite batteries. The service station and offices are at 1405 Fourteenth street.

Associated with Himes at the service end is R. C. Weaver, who has been in similar work for two years. Facilities have been provided for giving expert service on the Prest-o-lite battery and for handling, charging and repair work on all makes of batteries.

Much importance is attached to the free battery service which Himes offers to all automobile owners.

"Inspection Very Necessary." "If every motorist who would realize that he would get 100 per cent better service out of his storage battery by having it inspected occasionally by an expert battery man, there would be fewer complaints about batteries going wrong," said Mr. Himes.

"A storage battery needs certain little attentions at regular intervals—not merely once a month, but every two weeks. It may need distilled water added to one or two of the cells. A storage battery can't work without distilled water. Or it may need something else of a simple but nevertheless very important nature."

"We are offering automobile owners expert inspection and service once every two weeks, or oftener, if desired, because we feel that only by carefully watching the condition of a battery at regular intervals will we be able to detect the presence of conditions which might cause trouble, and correct them before real troubles have a chance."

"The action of a storage battery is pretty much of a mystery to the average car owner. The serious things that may happen to a battery are not apparent to the eye. They are not usually detected until the damage has been done and the battery goes on a strike. The effect of this is to leave the car owner in a state of uncertainty. He thinks he is giving it good care, but sometimes the battery suddenly and quite unexpectedly refuses to work."

"At our service station we gladly inspect storage batteries free of charge. Our experts recognize the warnings that an abused battery gives long before anything serious happens. We feel that the car owner who avails himself of this service saves himself many repair bills which could easily have been avoided."

Can You Afford To Delay

SMITH Form-a-Truck has upset all previous standards of hauling efficiency. Can you afford to wait before placing your order? Read the specifications.

Specifications—Form-a-Truck Attachments

CARRYING CAPACITY—2,000 pounds—50% overload.

FRAME—Length 168 inches—width 32 inches, 4-inch channel steel.

AXLE—2 1/2 x 1 1/2 inches. Timken Roller Bearings.

SPRINGS—Twoside springs semi-elliptical 2 inches wide, 42 inches long, 10 leaves. One Bumper-Cross spring 2 inches wide, 9 leaves.

WHEELS—Heavy Artillery type, 12.25-in. square spokes, 34 x 4 1/2 pneumatic optional at extra charge.

TIRES—Firestone solid rubber, 32 x 3 1/2 inches. Pressed on or removable type. Optional pneumatic 34 x 4 1/2, extra cost.

GEAR RATIO ON SPROCKETS—Standard 20 teeth on pinion, 42 teeth on rear. Other ratios optional.

DRIVE—Chain Heavy Roller Type, 3/4-inch diameter roller, 3/4-inch wide, 1 1/4-inch pitch. Every link a master link.

BRAKES—Emergency on rear wheels, expanding type in drums operated by hand lever. 12-inch drum, 2 1/4-in. shoe, asbestos faced, Ford Service brake.

LOADING SPACE—9 to 12 feet back of seat, depending upon body.

TURNING RADIUS—21 feet.

SPEED—15 miles per hour.

WHEEL BASE—When attached to Ford chassis, 123 inches.

TREAD—56 inches, center of wheels, 60-inch tread optional.

WEIGHT—Smith Form-a-Truck attachment, 1,000 lbs. Attached to Ford chassis, 2,000 lbs. complete. Frame Height loaded—24 in.

10,000 users in 451 lines of business have proved it the best for every line of work.

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And you can install Smith Form-a-Truck on any Ford, Maxwell, Chevrolet, Dodge Bros., Buick or Overland chassis.

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Decoration Day

May 30th

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