A Page of Interesting Items for Automobile Enthusiasts

WITH AUTOMOBILE DEALERS EVERYWHERE

Packard Helps Sufferers.

In response to urgent messages from Governor Cox, of Ohio, and J. H. Patterson, who is directing the relief measures at Dayton, the Packard Motor Car Company shipped eight Packard three-ton trucks to the National Cash Register Company headquarters. These trucks are being loaned to the authorities to assist in rehabilitating the stricken city. They are accompanied by ten men, eight drivers and two traffic experts, who will direct their operations under instructions of Mr. Patterson and his aides.

A special train was made up to convey these trucks, and they were shipped within two hours of the receipt of Mr. Patterson's telegram. Word was received Monday that all had been unloaded in Dayton. They will work in connection with twenty-nine Packard vehicles owned by the National Cash Register Company, and placed by that concern at the disposal of the citizen's committee.

German Charges Exploded.

Fearing the invasion of American automobiles, German manufacturers in a document flayed the United States product, and on the heels of thei rire Cicilingenieur Huge Schoembs—lecturer, and expert licensed by the government—after an actual investigation in this country has exploded the statements of the auto makers of the mother country. He has written them stating conditions as they do exist.

The impressions of the German manufacturers, because American motor car factories created large numbers of automobiles each year, was that our product was hastily built. They threatened damage to American trade in Germany.

Herr Schoembs, at one factory in Detroit, went deeply into the subject. He was amazed at the minute care taken in smoothing out the cylinders of motors, of grinding gears to the ten-thousandths of an inch, of the myriad inspections in putting cars together, of the time spent road-testing each car to make certain of its absolute dependability. In a communication to German automobile publications and manufacturers of cars in that country he gives his findings.

His investigations were made at the factories of the Hudson Motor Car Company, of Detroit, makers of the well-known New Hudson Six Phaeton.

"After having read that document and having come to this country I was deeply surprised to find the minuteness and care which the Hudson Company takes in smoothing out the cylinders of the motor, in testing each motor for hours before it is even allowed to be placed in a chassis, and how the minutest details of motor car building are taken care of," said Herr Schoembs, "American methods outstrip European methods in that. Cars are built in far larger quantities in this country. A huge production brings prices down. That is why a car of Hudson quality can scarcely be purchased for double that sum in Europe.

"I had a very interesting experience with this car in a seventeen-hour run in the Elfic district, in the dead of winter. It was very hilly and the "Six" was given a very rigid test. In addition it was snowy and slushy, yet in spite of these things the car performed in a wonderful fashion. The thoroughness of Hudson workmanship, the inspection of the work between each process, surprised me. I had no idea where such quantities of automobiles were built, such care could be taken. I was amazed to see men stop their machines while building motors and inspect their own work with delicate instruments. These men are more than machinists or mechanics—they are real experts.

"Another thing that impressed me was the factory service school class, which is very thorough, and is planned and carried out along systematized lines by Hudson officials.

"Here dealer's service men are brought from every corner of the country, and learn the minutest details about keeping customers' cars in perfect running order—they make service to owners practically an expert science.

"In more ways than one America is ahead of most European countries in manufacture and care of the cars."

Mr. Schoembs has devoted his life to engineering, and is a skilled expert on motor car subjects. He is essentially a motor specialist.

Official Emblem of Stearns.

On the raidator cap of every Stearns-Knight car stands a small metal figure of a knight in full armor. It is the official emblem of the car. For years the "white line radiator" has served as the distinguishing mark of the Stearns car, and it will continue to be used as such. But it has no deeper significance than that of a distinguishing mark, and thus does not serve the true purpose of an emblem—to be the "visible sign of an idea."

The knight is that and more. Aside from its obvious relation to the name of the product it represents, the symbolism goes much further. Consider the qualities which are customarily associated with the medieval warrior. First, strength; and here the analogy is perfect, for no stronger, sturdier car than the Stearns-Knight has ever been produced. Next, steadfastness, adherence to principle; and here again the symbolism is marked. Once convinced—through two full years of exhaustive experiments and tests—that the sleeve-valve principle was correct, the Stearns engineers could not be swerved from their allegiance to the now type.

And the comparison can be carried still farther. In its inclination to take the lead, and its willingness to fight for the right against odds, the Stearns organization evidences the spirit which the knight typifies.

So when you see this figure, erect on its raidator-cap pedestal, remember that it stands not only as a simile for the Knight type motor, but as a symbol of strength and sturdiness in the car itself, and of integrity of purpose allegiance to principle and dauntless spirit in the organization that produced it.

Pictures of Big Shipment.

"Look pleasant, please," bellowed the man with the camera. A clanking of expectancy ran through the couplings while the air through the train-line hissed for silence.

The camera man was taking the picture of one of the largest shipments of automobiles ever hauled in one trainload. There were sixty freight cars, some arrogant regulation auto cars, other just ordinary hard-working box cars, and here and there were those rakish looking nondescripts with tops slightly awry, the Weary-Willies of the road.

From the eight powerful drivers of the big road engine to the red and green tail-lights at the way car's end, there was an air of conscious importance. The train, pulling 420 Fords from the Detroit factory to Minot, North Dakota, was about to set a record and even the brakeshoes knew it, and were resolved to do their duty.

When a train feels as this train did, it is but fitting as a reward for the service it is about to perform that it have its picture taken.

"Look pleasant, please," did not come from the camera man, however, until many difficulties had been overcome, for getting the picture of a train under certain circumstances, in the midst of an equinoxial storm, for instance, is sometimes a more ticklish job than photographing "Young Hopeful," aged four months.

To begin with, there must be a banner made to decorate the side of each freight car. True for the camera man's purpose, it only needs one banner on one car, for he retouches this decoration on the rest as easily as he can put more hairs in your eyebrows when occasion demands.

The train was resting on a siding about a mile and a half from anywhere, primping itself for the ordeal, when the camera man and the banner started with an automobile to find it. When they arrived, the engine and saboose had deserted it, and would not be back until the following day.

The next day, March 21, the wind was blowing a gale. But the train had to leave that day so it must sit for its picture then or not at all. There was a delay in getting the engine and caboose to the siding.

After much pulling and tugging against the gale the forty-foot banner was securely tacked to the side of a big Northwestern car when—whiff—puff—zipp—the wind caught it and tore it into a thousand shreds. A second attempt with a second banner proved more successful. But there was no engine and caboose.

A ride five miles on a switching engine, numerous calls by telephone from a smoky shack serving as yard headquarters, a return trip with the big road engine and caboose were necessary before the work could go on.

Then the camera man from a distance of something less than fifty miles away—he had to get back nearly that far to get proper perspective—climbed into the rear of his machine that swayed in the wind, called to the distant train to look at the little bird just above his camera, got out of the camera's insides, jerked the flapping shroud from his shoulders, looked owlish, pulled a little jigger at the side and it was over. The train felt so good it gigled, sending a succession of brr-um-umps down its length.

Two days after, the camera man brought the photograph of the train to be viewed, and it was just 100 inches long.

W. H. Nash, a prominent manufacturer, of Detroit, Michigan, recently made the trip from Cleveland to Detroit. Driving from Coveland to Toledo, the first part of his trip, which, under ordinary conditions should have taken about six hours, was made after a continuous struggle of fourteen hours.

Mr. Nash states: "For about eight miles of the distance, the roads were absolutely impassible for a car under its own power, but with the aid of a team for two stretches, I was hauled through. I am satisfied that irrespective of the power of a car, no car could have negotiated these two bad stretches.

On reaching Norwalk, Ohio, Mr. Nash was informed that his car was the first to come through since the frost was out of the ground, and they could hardly believe that he had made the trip.

Mr. Nash, in describing his final run from Toledo to Detroit, writes: "As you are probably aware, the roads are clay, and had been nicely churned up with the frost out of the ground, but on Saturday night they froze sufficiently for me to get over them on the surface. I have done considerable driving, but could never have imagined the conditions of the roads. I was so shaken up that I lost the spare rim and tire from the rear of the car, and never knew when it went off. I broke through the crust several times and had to be hauled out, and was fully satisfied that the car would fall to pieces before I could reach a hard road. I arrived home late Sunday night, and with the exception of clay being baked on all over the car, it was in as fine condition, so far as service is concerned, as if it had just come out of a garage." And in conclusion, Mr. Nash says: "If you have any 'Doubting Thomases' who are afraid your Paige '36' will not stand up, just turn them over to me."

American Cars Abroad.

Of interest to owners of high grade American-built cars is the increasingly large number of tourists who are using their cars for foreign travel.

So many letters have been received during the past few months by the foreign touring department of the Locomobile Company, of America, that investigation was made to find out how many locomobile owners took their cars to Europe.

Reports from the fourteen factory branches showed that owners from every section of the United States were driving locomobiles in France, Germany, Italy, England and other fashionable touring sections.

In every instance reports from the owners showed an entire freedom from mechanical difficulties.

In commenting on this foreign touring record of locomobile owners, J. A. Kingman, advertising manager, who is in close touch with information regarding service says: "I fail to recall any instance of a locomobile owner having to make any repairs or send for any parts while on a foreign tour."

Resourceful Remy Company.

The floods in Indiana did not seriously effect the Remy Electric Company at Anderson. This company buys electrical power from the Municipal Electric Power Plant, which was totally disabled by the high waters.

Immediately after failure of the city power the Remy works presented a scene of unusual activity. An automobile engine was quickly conected to a big generator in the dynamo meter room of the big laboratory, and within a few minutes development work was going on without interruption.

The capacity of this improvised power plant was not sufficient to operate the experimental laboratories, and the more important shops as well, so another plan was hastily sketched out by the engineering staff.

At one end of the big Remy works, in the boilerhouse, a force of men bolted a bank of American locomotive headlight generators to the floor, another force were making steam connections to a high pressure boiler, another force was stringing temporary circuits to the shop, another force was transporting and locating direct current motors, and still another force loading batteries on trucks and connecting on to the temporary circuits as voltage regulators.

Within a very few hours the belts in the more important shops were snapping and snarling, and the big machines were working as usual.

Engineers, production and administration heads, works electrical corps, all worked alike, anw the speed at which these improvised power plants were installed was considered remarkable, but should be attributed to the fact that all are technical men.

The American locomotive headlight generators are a product of the Remy Company, and, as the name implies, are built for producing current for electric headlights on railway locomotives. These are operated by steam, a unit being composed of a steam turbine directly connected to the generator. For over seventy-two consecutive hours these turbine generators have been revolving at 3,000 revolutions per minute, producing current for operating the motors in the shops.

Travels From Mexico.

Doubtful of his ability to get a message to Detroit through the regular channels, D. B. Richardson, Mexico City representative of the Studebaker Corporation, has arrived at the automobile company's local headquarters, making his way out of the "sister republic" by a devious route, on a journey that consumer more than twice the usual schedule time. His purpose was to secure an additional shipment of cars to meet the abnormal demand which sprang up as soon as the Diaz Huerta government was established in power.

Mr. Richardson's report of commercial conditions in Mexico will be reassuring to all American manufacturers.

"For some time prior to the revolution," he says, "business had been almost at a standstill, due to the belief that the Madero government was not permanent. As soon as the bombardment was finished there was a resumption of confidence. Within a week we had disposed of every automobile we had in stock, in addition to three carloads of Studebaker '25' and '35' cars that arrived during the bombardment, but could not be unloaded until it was over. I believe that our experience was reflected by that of the other dealers. Particularly was this true after our supply had been exhausted."

In the building of automobile tires Europe had the start of this country by several years.

The industry abroad was well matured before we even got out of our swaddling clothes. But American manufacturers have progressed so substantially in the development of pneumatic tires that to-day they have proven themselves keen contenders in the foreign field. In fact, wherever our tires are placed, they soon command a respectful hearing.

One is very apt to hear all sorts of arguments about the comparative merits of American and European tires. Both have their adherents. And perhaps conditions here and abroad are so vastly different that there is little enlightenment to be gained from wide generalities.

However, when native and foreign tires are tried out together on common ground, some more or less authentic conclusions may be arrived at.

No one will seriously question the fact that American tires are making good in Europe, in fact, all around the world wherever the motor car flourishes. And they are making good strictly on a quality basis, for in a majority of instances it is necessary to charge more for them, owing to duties and other foreign costs, than European tires can be sold for.

However, inspite of this extra cost there exists at the present time quite a big foreign demand for our tires, and shipments abroad are growing each year.

The United States Tire Company recently sold a large quantity of Nobby Treads to a dealer in St. Petersburg, Russia, and a firm in Stockholm, Sweden, has installed 750 sets of our tires in taxicab service. We also ship rather extensively to Porto Rico, South America, Mexico and the Orient.

Americans Tour at Home.

More evident this spring than ever before is the inclination on the part of American motorists to tour in their own country, rather than to go abroad and continue journeying over the well-planned road systems of France, Great Britain and Germany. Early inquiries from members of the 500 A. A. A. clubs to the Touring Information Bureau at 437 Fifth Avenue, indicate that while New England, as usual, will get her share of these interstate travelers, many others will venture into the Rocky Mountain territory, with a growing percentage seeking the Pacific coast.

While the exact route of the 1913 National Reliability Tour for the Glidden, A. A. A., and Anderson trophies has not been definitely decided upon, the probabilities are that it will be from the Twin Cities to Glacier National Park, over a trail the greater part of which will follow the Great Northern Railroad, which will supply special trains for night accommodations. A positive decision and the details of this great national event will be forthcoming within the next week or ten days.

In having sought from the outset to attract tourists by road as well as by train, those interested in Glacier National Park have pursued a somewhat different course from that of the interests allied most closely with Yellowstone Park. The Flathead Motor Club, of Kalispell, practically at its own expense, built a road from that city to the lower entrance to the park, while the railroad possessing the northern entrance is interesting itself in the earliest possible construction of a highway which sooner or later will be connected with the southern route. This automobile and carriage road through the park will invite the tourist to enjoy, with the utmost comfort, the beauties of this new wonderland.

The California motorists are striving for better opportunities in the Yosemite National Park, and for better roads leading to it. Decided gains have been made during the last year in road improvement, and at a conference held at the park in October, the then Secretary of the Interior expressed his willingness to open that park to automobiles when the needed funds for road improvement within the reserve were at hand.

With the tourist business of the country increasing by leaps and bounds, it is a foregone conclusion that the new administration will early take action which will be in harmony with those interests of the country which seek to make Americans better acquainted with America, with profit to all concerned.

While the scenic road along the rim of the Grand Canyon, Arizona, and those roads leading on to Hopi, Yavapai and Grand View points are not yet open to cars, but must be traversed in horse-drawn vehicles provided by a subsidiary of the railroad serving this territory, many commercial bodies are interested in bringing about changed conditions so that there may be as free use of these scenic routes as is consistent with safety.

Warrenton Defeated.

[Special to The Times-Dispatch.]

Oxford, N. C., April 5.—On the home grounds, Horner won from Warrenton by the score of 3 to 0 to-day. Meadows pitched a no-hit game for Horner, and received fine support. Hester featured with a home run and a two-bagger.

Batteries: Horner—Meadows and Turner; Warrenton—Coleman and Frythe.

Tire economy and the

Pierce-Arrow 5-Ton Motor Truck

IT is not usual for motor truck tires to last much beyond the tiremaker's guarantee of 8,000 miles.

But records kept on a vast number of Pierce-Arrow Trucks show that the average mileage, given by the several makes of tires used, is considerably larger than this---that in many cases the original tires have given *double* the guaranteed mileage, and are still running.

This is largely because the worm gear drive and the distribution of 85% of weight on the rear wheels keep these wheels from jerking and grinding the road—and because of the Pierce-Arrow's flexible frame.

Tire cost is the largest single item in motor-truck operation. Be sure to consider tire economy when making your selection. It is only one of the economies obtained in the Pierce-Arrow Motor Truck.

FOSTER MOTOR CAR COMPANY,
605-613 West Broad Street.

JOHNSON LOOKS FOR BIG SEASON

Head of American League Predicts Close Race—All Clubs Are Now Prepared.

BY BAN JOHNSON.

[Special to The Times-Dispatch.]

Chicago, April 3.—The American League will start its season this year under conditions as favorable as those which have prevailed at any time during its existence.

The reports from the training camps have been favorable. Not a manager has said that bad weather handicapped him in his efforts to get his team in condition, which means that the players should be able to show to advantage at the very start of the race.

In fact, the training conditions this year seem to have been almost perfect. The White Sox in California had excellent weather, while the reports from Bermuda, where Frank Chance trained the New York club, were enthusiastic. The clubs which trained in the South report excellent weather conditions. And lack of it in the past has been resopnsible for the difference in the play which prevailed in the spring and in the summer. So little fault can be found with the physical condition of the athletes, and the race should be interesting from the start.

It is the closeness of the race which promises such an interesting year for the fans who like the clubs in the American League. Few predict an easy race for this, that or the other club. It is the consensus of opinion that the team which wins the pennant in our league must display not only great baseball ability, but also must possess the fighting instinct and stamina. For the race promises to be so biterly fought that those qualifications will in necessary.

RANDOLPH-MACON ACADEMY SMOTHERS ROANOKE HIGH

[Special to The Times-Dispatch.]

Bedford City, Va., April 5.—Randolph-Macon Academy baseball team ran away with Romoke High School to-day, piling up a total of fourteen runs to the visitors' one. Jones pitched an excellent game for the Academy, allowing only five scattered hits and striking out ten batsmen.

The Academy male fifteen hits off the Roanoke twirler, and put up a perfect game in the field, not making an error.

Thornton, at second base, displayed great form, accepting nine difficult chances without an error.

This is the fifth victory for the Academy for this season.

Y. M. H. A. TO PLAY BASEBALL GAMES

Organizing Four-Club League, With Richmond, Norfolk, Portsmouth and Newport News.

The Young Men's Hebrew Association, together with the associations in Norfolk, Portsmouth and Newport News, will organize an intercity baseball league. A meeting of the four organizations will be held in Norfolk to-day at which time plans for the organization will be discussed and a schedule adopted. There will be home-and-home matches, each club visiting each other. It is understood that the local organization will ask the protection of the amateur baseball commission, and in the event it finished ahead in the race will make a bid for city championship honors with the ambition of representing Richmond in the intercity series with Washington.

Benjamin Lovenstein is president of the Richmond Y. M. H. A.

DOOIN REFUSES TO COAX RIXEY

Elongated Portpaw From University May Remain Holdout if He Is Awaiting Overtures.

Eppa Hunton Rixey, Jr., who broke into professional baseball last season, going from the University of Virginia to the Philadelphia Nationals, at the suggestion of Doc Rigler, umpire in the National League, and at that time a student at the university, is still among the holdouts, and from what Charlie Dooin says he will remain a holdout so far as any efforts on his part to coerce the youngster to join the club are concerned. Not only has Dooin refused to make any overtures to the lengthy potpaw, but he has set his foot down on anybody else doing so. There is some difference of opinion as to salary between Dooin and Rixey, and this is given as the real reason for his refusing to sign a contract. Many are of the opinion that when the university closes Rixey will be found back at work under Dooin.

No-Rim-Cut Tires
10% Oversize

The Truth

One may be sure that Time and Meters tell the bare, plain truth on tires.

False claims may have a brief effect. But you may depend that the tire which leads in the long run has made its claims come true.

We ask you to judge the Goodyears by the place they hold after fourteen years' comparison.

The Top Place

Goodyear tires, by long odds, are the most popular tires in the world.

The demand has grown like an avalanche since motorists found them out.

Last year's sales by far exceeded our previous 12 years put together. And this year's sales to users is running twice as large as last.

The Verdict of 300,000

Over two million Goodyears have gone into use, on perhaps 300,000 cars.

So this matchless demand embodies the verdict of 300,000 men.

Not men who are guessing.

These are days of metered mileage. Men are watching tire upkeep.

No doubtful advantage, no petty saving, brought this flood of favor to No-Rim-Cut tires.

It Was This

It was the fact that these new-type tires ended the ruin of rim-cutting.

These oversize tires, under average conditions added 25 per cent to the tire mileage.

And the Goodyear experts, better than others, solved the problems of tire endurance. You'll find this out, as others have, when you make the test.

Write for the Goodyear Tire Book—14th-year edition. It tells all known ways to economize on tires.

GOODYEAR AKRON, OHIO
No-Rim-Cut Tires
With or Without Non-Skid Treads

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This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

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