

News From the Realm of the Motor Wise

BE CAREFUL WHEN APPLYING BRAKES

Sudden Jamming and Binding of Wheels Is Hard On Tires.

STEADY PRESSURE BEST

Scientists Assert That When Skid Is Avoided Better Results Are Obtained.

There are factors which affect the life of a tire that are not generally considered by the ordinary motorist. He knows, of course, that gasoline and oil will disintegrate the rubber, and if he is careful and economical he makes sure to rub off the tread after each day's run over oily roads. He may know that the tires last longer when not in use if they are kept inflated, and the weight is removed from them by jacking up the car; for he has had these basic principles of the care of tires pounded into him ever since he became interested in automobiles. Every tire has a certain pressure to which it should be pumped when operated under certain conditions. It is not probable that large tires are pumped too hard very often, as this entails rather back-breaking work on the part of the man at the other end; but better service can be obtained when the tires are filled to the proper pressure, and the only definite method is to use a pocket gauge or an indicator attached to the pump. Now a gauge pressure of 50 pounds per square inch is equal to a little more than seven times the pressure of the atmosphere, and yet this is the strain which the average tire must withstand, even when at rest. But if the car is driven fast, the friction of the rubber on the road will heat the air in the tires until it expands and creates a pressure considerably above its original amount.

Speeding Is Costly. But, while the above ill effects of fast travel may be easily overcome, by reducing the air pressure in the tires the wear on tires at high speeds is out of all proportion to the distance covered. The man who rounds corners with care and then takes the straightaways at high speed is not exempt from the trouble, for even on a smooth road the slippage is more than would be supposed. At 30 miles an hour the slippage of ordinary smooth-tread tires on a good road is small, being less than two-tenths of a percent; but doubling this speed the slippage increases to about 1.3 percent, or over five times its former amount.

A little simple arithmetic will show that at this rate of travel each of the rear wheels slips more than 38 feet every minute. In other words, during each mile covered at a 60-mile-an-hour rate, a 36-inch rear wheel will slip slightly more than six complete revolutions. This wear, of course, is distributed over the periphery of the tire, and is not concentrated in one spot, as is the case when the wheels are locked by the brakes. But if they are locked, the wear is concentrated in one spot, and is very apparent at the most casual examination. But sometimes, when the tire appears to be in a perfect condition, a blow-out will occur while the car is traveling over the smoothest road, or even while it is standing peacefully in its garage. This will seem like a glaring defect in the tire itself, but in nine cases out of ten the damage was done days or weeks before when the car was driven over a rough street or road. To all the damage to tires caused by high speed, skidding, and rough roads must be added that one by careless driving in which the clutch and the brakes are the gravest offenders.

Drive Carefully. All the wear caused by the slipping and skidding is borne by the surface of the tire, and is very apparent at the most casual examination. But sometimes, when the tire appears to be in a perfect condition, a blow-out will occur while the car is traveling over the smoothest road, or even while it is standing peacefully in its garage. This will seem like a glaring defect in the tire itself, but in nine cases out of ten the damage was done days or weeks before when the car was driven over a rough street or road. To all the damage to tires caused by high speed, skidding, and rough roads must be added that one by careless driving in which the clutch and the brakes are the gravest offenders.

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Applying Brakes. It is a matter of mathematical demonstration and scientific and mechanical proof that a car can be stopped more quickly if the brakes are applied so that the wheels do not slide than is the case if the brakes are jammed on so hard that the tires run along the road. This is because the coefficient of friction—which is the factor on which braking depends—is higher for impending slipping than it is when slipping actually takes place. Of course, in an exciting moment, when it is necessary to stop his car suddenly, it is not to be expected that the driver will remember to apply his brakes only just so hard; but they can be adjusted so that the ordinary movement of the pedal and lever will set up the proper resistance which will stop the machine quickly and yet will not cause the wheels to slide. On muddy or oily roads it should be remembered that the wheels may be skid for 200 feet, when the car could be brought to a stop in almost half that distance by the application of less pressure at the brakes.

STARTING ON SPARK HARD ON MOTORS

Explosion on Standing Machinery Is Apt to Have Serious Effect—Cranking Is Best.

A practice which has been in vogue for some time is to open the throttle after the spark has been shut off when stopping the engine, and while it is still running under its own momentum to allow it to draw in a charge of gas in at least one of the cylinders. The spark is then switched on, when the driver wishes to start the engine, and in the case of a six-cylinder motor, and very often in a four-cylinder, the piston will be in firing position in one of the cylinders and the motor will start. While this does away with the necessity of cranking the motor, it is not by any means beneficial to it, as the full shock of the explosion is taken up by the motionless parts and the consequent inertia is very great. The effect of starting upon the spark is very much the same as if the head of the motor were hit by a very severe blow. This is because the spark is taken up by the motionless parts and the consequent inertia is very great. The effect of starting upon the spark is very much the same as if the head of the motor were hit by a very severe blow. This is because the spark is taken up by the motionless parts and the consequent inertia is very great.

MOTORISTS PUZZLE OVER TYPES OF AUTO-SKIDS

Chains Will Bite Into Tires If Drawn Up Too Tight—Patented Treads Help Greatly.

Skidding is so frequently a cause of automobile accidents, both slight and serious, that motorists necessarily must decide on some form of protection against it. It is, however, difficult to select from the many devices offered the one which will be most effective and economical. Anti-skid devices may be divided into two main classes, the detachable and the non-detachable. Steel chains, leather straps, and removable steel studded leather treads are perhaps the best known of the first class. All these are widely used, but tire manufacturers are agreed that all detachable anti-skid devices are expensive in the end, because of the wear and tear which they put on tires and machinery.

Chains Will Bite. If chains are fastened tightly to the wheels so that they have no freedom to slip back and forth it will be quickly noticed that the cross pieces are biting away the tread beneath them, and when removed will show the tire marked with deeply gouged cross lines. Experience has proved that the best way to use chains is to attach them as loosely as possible.

Attachments such as removable studded leather treads, while not likely to cut or gouge the rubber, are generally so cumbersome that they destroy resiliency. In other words, the tire instead of absorbing obstructions rebounds from them and thus transmits the shock to the chassis, defeating the very purpose for which pneumatic tires are designed.

Satisfactory Tires. These conditions show the necessity for a satisfactory anti-skid. Many of these depend on some form of rubber elevation to check the skidding of the car. The experience of motorists is that such rubber non-skids are extremely satisfactory. Another form is the type of anti-skid which has a rubber tread reinforced by tread of steel-studded leather. In this anti-skid the leather tread is an integral part of the tire. The steel studs wear long and grip well on wet or icy roads.

FADS AND FANCIES FOR THE MOTORIST

Pillows, Lunch Baskets and Garments of Model Design Ready for Automobile Owner.

LITTLE CONVENIENCES

If You Care to Spend the Money You May Have Such Loads of Accessories.

One of the most practical pillows for the car are those with the adjustable leather slip covers. They come in all colors, are fringed, have a diagonal pocket for a light robe on the outside and have a pocket to hold the pillow in. The down pillow may have a white case or be covered in dark material to use with the leather case or without it.

There is a folding hat case that may be attached to the rail which is a great convenience, for when it is not in use it is quite flat and out of the way, and when needed it will hold two hats securely from dust while the comfort of the soft automobile bonnet is enjoyed.

For men there is nothing more useful than the Kagan model coats of Scotch cheviot in the brown and gray mixtures. They have leather buttons to match and button close at the throat, if needed.

The cold luncheon basket is quite a favorite for short trips where only a light luncheon is required. It contains a sandwich case and a vacuum bottle only, and is small enough not to be in the way.

The new double wrist purses of Russian velvet are quite nice for automobile shopping, as they do not slip off the lap like a bag, but are attached to the wrist by a chain. They have two compartments and come in several colors.

The shaded chiffon veils, with the satin striped borders and the shaded effects, are still the best liked, though there are new ones promised for later in the season that may injure their popularity.

The camera luncheon case is one that is very practical, for when the extra edibles are removed after the meal the case closes and grips like a camera and takes up but little room. It has a handle at the top and may be easily carried if the luncheon is to be partaken of in the woods away from the car.

One of the fetching new dust coats is pongee, with collar and cuffs of white ratine. The model is the dark sleeve effect with belt across the back and with large mother-of-pearl buttons, the buttons being corded with the ratine.

A comfort that the smoker will appreciate is the alcohol cigar lighter that serves to the car, and is always ready when needed. It requires no match, being a self-lighter.

A very effective bonnet is one of shaded silk that is corded like the old-fashioned bonnets of our grandmothers known as the "calash." It has a veil to match and is very becoming, especially to round faces.

Among the spring offerings in gray is a new diagonal cloth coat lined to the waistline. It has an old blue velvet collar and cuffs, and is shaven in at the waistline and buttons well over on one side.

There is another model in a tan Scotch cheviot that is also lined to the waist. It is loose except for the belt that holds it to the figure at the back. It has large metal buttons and deep pockets.

The English walking hats of white straw with black facings and fancies seem to have come to stay. They are very becoming to nearly all types of faces.

A new fetish for the car that is having its popular run just now is the carved ivory elephant. It comes in all sizes and is supposed to bring great wisdom to the driver. The car then carries it. It teaches the driver never to cross a bridge or other passage before he tests it to see if it will hold the weight of the machine, as caution is one of the strongest traits of the beast.

GASOLINE GAUGE LATEST WRINKLE

Another Contrivance Shows Quantity of Oil in Car.

Auto owners frequently run out of gasoline while far from the nearest tank. A gasoline gauge long has been sought.

One has been placed on the market that will show the operator from a gauge on the dashboard just the amount of gasoline the tank contains, and also show, by another gauge, the amount of oil. The news has been enthusiastically received at the Detroit factories and many well-known cars in future are to have the device as a regular equipment.

WHAT TO DO WHEN THE NEW CAR COMES

Don't Start In To Drive It Before Looking It Over a Little.

SEE TO LUBRICATION

New Motors Always Take More Oil, So Don't Attempt to Economize—Some Real Wisdom.

The first thing that the delighted owner of a new car generally does is to start the motor going. This in reality should be about the last thing he does, according to the Automobile.

A tag will often accompany the car, stating that it has been put into such condition, as far as the lubricants are concerned, that a run of 500 miles may be undertaken without a renewal of the supply in the grease cups or motor-oiling system. The proverbial grain of salt may well be taken with this statement, for so much on account of the fact that it is not apt to be true that a mistake may be made which would cause a great amount of damage to the machine, if precautions in this respect are not taken at once.

Certain well-defined steps should be taken just as soon as the car arrives so that the new owner will be sure before he starts his new car. Higher in the bud by an unforeseen accident. When the car arrives the first step to take is to drain out the water which may be left in the radiator, from the fact that the car is tested at the factory. The radiator should then be refilled with fresh, clean water, free from lime and all other impurities.

As to cleaning, the carburetor should then be treated in the same manner, all the gasoline taken out and the tank refilled by pouring the gasoline through a clean piece of muslin, so that the dirt which may be in the water should always be passed through a screen or filter, so that the system will not be clogged by pieces of solid material. After the water and fuel systems have been replenished with clean material the next step is to fill the lubrication system. A new car will require a greater quantity of oil than an older car which has fully found itself.

The new owner should not spare the oil with the idea of economizing in this respect, as on a new car it will be the case close and grips like a camera and takes up but little room. It has a handle at the top and may be easily carried if the luncheon is to be partaken of in the woods away from the car.

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FOR THE AMATEUR CHAUFFEUR

Muffler explosions and back-firing still are apt to be confused in the lay mind. Muffler explosions, be it understood, result from the discharge from the cylinders of quantities of unburnt gas, which is being ignitiously ignited by the ignition system, and is caused by the ignition system being in the intake manifold, which is on its way to the cylinders. The two difficulties are caused by conditions as directly opposed as are their manifestations.

On some cars it sometimes happens that the brakes fail to retain their adjustment for any length of time. In many cases this difficulty can be traced to one or more connecting rods which have been bent, and in other cases to the fact that the rods are not properly cleared for other parts. Under stress of operation such rods occasionally straighten out, thus altering the adjustment and ultimately interfering with the application of the brakes.

The entire ignition wiring of a car should be carefully examined from time to time, says a driver who pays particular attention to his machine, for signs of wear in the insulation. At certain places the wires are exposed to continual, if slight, friction, which will ultimately break through the insulation and establish a short circuit. Application of a little insulating tape will often save much trouble in this respect.

The touring car holds a long lead over the runabout in the estimation of southern buyers, and when there is a choice between five-passenger and seven-passenger cars, the latter usually gets the major part of the attention.

CANADA LIKELY TO RAISE DUTY

Fifty Per Cent on Finished Autos Said To Be Planned.

The Detroit Free Press says: An attempt is being made in Canada to pass an act of parliament to increase the duties on finished automobiles to over 50 per cent, and to decrease the duties on parts not assembled, thus forcing the automobile manufacturers to establish factories in that country.

Many have done so, but many makers still pay the present duty and turn out the finished cars on this side of the line.

Asquith Will Remain Head of His Party

Colleagues Tender Prime Minister a Luncheon
Testify Their Personal Affection for Their Chieftain
—Mr. Asquith Speaks of Recent and Future Changes in the Second Chamber—The By-Election Reverses Not Serious—Future Problems.

The Prime Minister was entertained on March 8 by 500 prominent Liberals at a luncheon given in his honor at Covent Garden Opera House, London. While the passing of the Parliament act was the chief subject of the celebration, it also served to demonstrate in striking fashion the loyalty of the entire cabinet to Mr. Asquith, and the respect and affection in which he is held by the Liberal party. Incidentally, also, it dealt a decided blow to recent rumors of impending resignation.

By the simple means of erecting a floor over the auditorium stalls, the theatre had been converted into a banquet hall of magnificent proportions and faultless acoustic properties. At one end the stage, surrounded on three sides by a charming "back cloth" of lake and mountain scenery, formed a low dais large enough to accommodate a banquet of the cabinet. The first tier of boxes, nearly forty in number, were filled with ladies, the royal box being occupied by Mrs. Asquith and Miss Violet Asquith, with their party of guests. Higher again was the orchestra, rose-garlanded lights, gilded chairs arranged round small tables, a profusion of flowers, and, above all, the memories of the place, seemed to create an atmosphere of high festival.

Mr. Charles Rose, M.P., the chairman, seated at a table in the centre of the stage, had on his right Mr. Asquith, Lord Grey, and Sir Edward Grey, and on his left Mr. Lloyd George and Lord Morley. The general gathering was completely representative of all shades of Liberalism, both inside and outside the two Houses of Parliament. Forty members of the upper chamber were among those who helped to celebrate in this way the passing of the Parliament act.

Three times the great assembly rose in a body and cheered the Premier with whole-hearted enthusiasm—once when he entered the theatre, again when he rose to respond to the toast of his health, and yet again when his speech, with a slight quiver in his voice, of his intention to remain in public life.

A remarkable event occurred after the last of the toasts had been drunk. Persistent cries of "Lloyd George" brought the Chancellor to his feet in order to testify that Mr. Asquith had won the personal affection of his comrades more than any other member of the cabinet of modern times. Even after the National Anthem had been played there were further importunate demands, this time for "Grey." The Foreign Secretary's assurance that he could say "Alto to Mr. Lloyd George" was the signal for a great demonstration.

The Premier's Speech. After the toast of "The King" had been drunk, the Premier rose and proposed the health of the Prime Minister. During the last few weeks, he said, the heartfelt sympathies of every honest man and woman in the country had gone out to Mr. Asquith in their wish that he might be able to reconcile the conflicting interests of capital and industrial labor. Those who knew the Prime Minister's courage and determination and love of fair play thought with confidence and hope that he would bring about a national calamity.

Mr. Asquith, who was received with loud cheers, said: "I should have been here long ago, but the date of this celebration had not fallen in the week which is now drawing to a close, for we meet today under the shadow of great national anxiety. Those of us who are responsible for the government of the country have for a time imposed on our shoulders a weighty addition to the load of responsibility which it is at all times hard to sustain. The nation at large and all political parties at Westminster have shown that what we most needed is patience and self-restraint."

"We of the Government have not spared, and are not sparing, any effort in our power to bring about peace, and I, speaking for myself, still entertain the hope that the worst of the present crisis—as it certainly ought to be settled—by an agreement based on the principles of equity, and honorable to both parties."

"We are met to celebrate the passing into law of the Parliament act. We believe that that act is something of a great deal more than a mere addition to the statute book of the realm—we believe it to be a landmark which records the completion of one stage and the opening of another stage in our development."

Legislative Anomalies. "We have all been taught from our earliest infancy to rejoice that we live under the happy dispensation of a bi-cameral constitution. In theory, under the passing of this act, our two chambers were co-ordinated and co-equal. In the extension of the suffrage and the placing of our Government on a democratic basis, it has been admitted in practice, even by the most extreme reactionaries, that the will of the people must be the end prevail."

"Side by side with this admission, Providence in its kindness (such was the cry of the day) has placed before us the fine unconscious political instinct of the British people, had evolved and perfected a safeguard to protect the nation against the caprices and anti-popular excesses of the elected representatives, those whom they had themselves selected to give expression to their opinion. That safeguard was the House of Lords, a body resting for the most part, so far as the title of it members to sit there was concerned, on the hereditary principle, and becoming increasingly of late years dominated by a single political party in the state."

"I quite agree with those who say that you must judge political institutions not by their inherent reasonableness, but by their actual working. Nothing, for instance, is more theoretically vulnerable than an hereditary monarchy in a democratic state, but the veto of the Crown, which was previously exercised in Tudor and Stuart times, has fallen by agreement into disuse, and the hereditary monarchy, established on a parliamentary foundation, and with its prerogative confined and limited by constitutional conventions, is today recognized by all of us as an effective, and indeed an invaluable factor in a democratic policy as broadly based, as deeply rooted, as firmly secured and safeguarded, as any of our institutions."

"At two general elections we made it our business to convince, and we succeeded in convincing, our countrymen that the House of Lords—a partisan and non-representative body, habitually subservient to the lower chamber when its political friends were in power—was both in its opposition and in its inaction a danger to draw profit from the forests"

measure as far back as the year 1895. There is still unsettled the problem of national education. These are matters which were clearly placed before the country at both the last elections. "But it is said when we express our intention to proceed with this great problem, 'Oh, but look at the bye-elections. Since October last, but have been going steadily against you, and only this week one of your own colleagues sustained a notable defeat in Manchester.' Those of us who have been a long time in politics have seen and heard many of the lessons one way and another that may be drawn from bye-elections. I remember we had a series of similar bye-elections culminating in what the Tories at that time regarded as 'the crowning mercy of glorious Peckham.' (Laughter and cheers.)

"There was hardly one of these results," he remarked, "which was not reversed at the following general election. But it was important to ask what was the real cause of those recent electoral reverses. Every competent and far-sighted observer knew that those elections had been fought mainly on the insurance bill. They were told when the insurance bill was introduced that it was a vote-catching measure, but have as a saw more clearly than Mr. Lloyd George and his colleagues that in its early months, perhaps in its early years, such a measure, which was based on the contributory principle, would burden actual or imputed, with benefits prospective and contingent, must, from the point of the party electoral balance sheet, be written down for the time being not as a liability, but as an asset. And so undoubtedly it had proved. This has not affected their satisfaction as a Government and as a party that they had been able to secure what in the domain of social reform would be found in the long run to be the greatest approval—approval by Parliament on the working people of this country."

"In view of some improvident things which have recently been said," Mr. Asquith resumed, "I will venture to predict that the utmost confidence, and will stake whatever reputation I have as a political prophet upon it, that the Tories, if and when they have the chance—the Tories, who are now making party capital and avowedly winning bye-elections by opposition and criticism of this bill, will not venture to lay a finger on a single one of its fundamental principles. "When a set of men like my colleagues have carried on the Government of this country for the last ten years, and when an individual like myself has for four years, had to sustain the burden of duties and of responsibilities which I venture to say no one who has not attempted to discharge them can adequately realize or appreciate (applause), I say when you have been in that position, with every possible temptation to seek ease and freedom, you may be sure it is nothing but a sense of duty and a sense of honor that drive them to do what they intend to persevere to the end."

"For myself, I will only say this, that whatever service I am capable of rendering to the country and to my party is at my disposal (loud cheers)—and I know that I shall be encouraged, and I might say inspired, in my attempts to legislate, as I have been sustained during all those arduous years, by the unfailing, and I think I may say affectionate support of my colleagues in the cabinet, and by the courage, discipline and devotion of the party." (Renewed cheering.)

Horrors of the Rubber Trade in Peru and Bolivia

[D. MacCammond in the London Daily News.]

All the rubber of the Peruvian Amazon Company, Limited, is conveyed to England in British bottoms and is put upon the market through London brokers. A Peruvian officer recently told me that all this rubber was produced out of blood and corpses, and one of the incidents this officer described was where two small Indian boys, of seven or eight years old, were punished for not bringing in their quota of rubber, had been penned with wire on to an earthenware oven used for making bread and slowly baked.

This took place at a station of the Peruvian Amazon Company, Limited, and the agent who performed this duty had not journeyed up the Amazon in quest of the most ferocious and dangerous big game left for the hunting of well-armed men. The rubber dealer, or "cauchero," of the Amazon woods and of the Indian tribes, as he is known to me, is a man of torture Indian men, women and children, and I can imagine no more healthy and entraining sport for a millionaire duke or a fastidious sportsman than to fit out a yacht with a crew of decent, well-armed lads and to steam up the Amazon until he reaches the "big game" haunts. He will have a fine run for his money, and will leave in some phantom-haunted forests something memorable, something eternal, the assurance of life to be hunted and the terrified, the assurance of justice and death to the murderer and the coward."

D. MACCAMMOND, London, Feb. 22.

MAKES A NEW SHIPPING MARK

Ford Motor Company Sends Away 350 Cars in One Day.

Detroit, March 23.—When the last of 350 model T cars had been rolled into a freight car at the Ford Motor Company's shipping docks in Highland Park last Thursday, the world's record for auto shipments was broken. The Ford Motor Company was the holder of the old record of just an even 300 cars in one day.

Last May when the Ford production reached the highest total in the history of the automobile business—4,013 cars made and shipped that month—no single day's shipments reached the tremendous total recorded Thursday.

One year has made a vast change in the makeup of the Cleveland Club. Many familiar faces are missing and as many new ones have come. Strangely enough the 1911 Portland delegation, composed of Ole Olson, Gus Fisher, Gene Krapp and Yean Gregg, is still intact. The coaters all made good. In direct contrast the 1911 Toledo trio—H. West, Earl Yingling and Grover—had vanished. Not one of the three is with the Naps this year. West and Land are with Toledo, and Yingling with the Brooklyn Nationals.



The Poor and the Coal Crisis in England—Women and children awaiting their turn at the coal yards for small quantities of the precious fuel.