Revolution by Motor Car

By CARL H. GETZ

"Our cities are changing as a result of the motor car. The real small village is disappearing because there is no reason why a person should be content to occupy one of a dozen homes in a group when it is possible to move to the next town where there are churches, good schools, parks, playgrounds and in recent years municipal swimming pools, tennis courts and golf links. There was a time when the city authorities thought these things were unnecessary. Today they are essential to the town which wishes to hold its inhabitants."

This from Walter P. Chrysler is the conclusion of a man whose wide experience in the automotive industry eminently qualifies him to speak on the subject.

The man who goes to Detroit and asks to be directed to the biggest producer in the industry will be sent to Henry Ford. If Ford is out of the city he will be told to see Walter P. Chrysler.

Chrysler is the man who went from general managership of the American Locomotive company of Pittsburgh in 1911 to the Buick Motor company when that company was making from fifteen to forty cars a day. When he left in 1919 an average of 560 Buicks were being turned out daily and $48,000,000 was being poured annually into the treasury of the General Motors corporation.

From Buick, Chrysler went to the Willys-Overland company in Toledo to help that company see its way through the post-war depression. Chrysler reorganized the company, eliminated waste, placed the company on a sound financial basis and left it in a genuinely healthy condition.

From Willys-Overland Chrysler was called to take charge of the Maxwell and Chalmers companies, which were within forty-eight hours of bankruptcy. The success of these two companies during the past two years, especially this year, again stamps Chrysler as a manufacturer of extraordinary capabilities.

Chrysler not only knows the manufacture of motor cars but he also knows the economics of the petroleum industry, the good roads business, the influence of the motor car upon suburban development and finally has a real appreciation of what the automobile has meant to industrial life in the United States.

"Did you ever stop to realize what the automobile is contributing to modern civilization?" he asked. "Do you know that the motor car is not only influencing our economic and industrial life but also our thinking?

"First we had the invention of the steam engine, which gave us our railroads and steamship lines. Then the telegraph, the telephone, the wireless and the radio were invented and perfected and each has had its influence. But included among the inventions that have played an important part in the development of transportation is the gasoline engine which has given us the automobile and the airplane.

"Railroads and steamships, but more especially automobiles, have made it possible for family groups to travel from one country to another. Such traveling is a form of public education and such education is productive of tolerance. And that contribution of the automobile to civilization is indeed worthy of note.

"Until you know your neighbor he probably looks to you as an odd individual. Once you know him you find him to be a pretty good scout.

"The motor car has changed our whole thinking. Years ago man was ambitious to turn out something by hand that approached perfection. Later we developed what might be described as an aristocracy of intellectual achievement. In other words, it became man's desire to create something. Today we still have this love for the creative. It is well that we have it because the moment that love wanes the arts and crafts suffer.

"But today in addition we have the desire for ownership. The small boy wants a watch. His little sister wants a doll. Big brother wants a pony. Father wants an automobile. And the important fact to be remembered is that when father and mother agree that they want a car they usually agree also to give up something else. This willingness to give up things so as to own a car is influencing American civilization more than most people realize.

"It is resulting in smaller houses. Years ago large houses with unnecessary rooms were built and these houses were filled with uncomfortable furniture. Think of the days when sashes were tied around piano legs, when coal buckets and shovels were painted with flowers, when marble was used for table tops and when pictures were framed in plush. Today houses are made to live in. They are designed primarily for convenience and comfort. But when the weather is good the family will be found out-of-doors. Who would attempt to determine how this has added to the nation's health

"Suburban development has added millions to city real estate values and would have been impossible without the automobile. The motor car has also affected retail merchandising. In some cities stores are building suburban branches. In others delivery systems are being developed which have a radius of as many as 30 miles.

"It is the motor car which is responsible for the disappearance of the little red school house, a pleasant place to think about but in reality most inadequate and inefficient. Today there are nearly 300,000 boys and girls who ride to school in automobiles maintained by counties. These children attend what are known as combined county schools. Instead of a poor school at every crossroads there is one large school in the county and these institutions are surprisingly efficient.

"Think what the motor car is doing to acquaint the younger generation with our country. Get fifty business men into a room and ask them to what extent they were permitted to travel while boys and the chances are that not 5 per cent ever got out of the state in which they lived until after they finished high school. Then ask these same men to what extent their children have traveled. It is ten to one they have been in from six to ten states.

"A friend of mine has two boys who weren't doing very well in school. Then he bought a car and took his family on a tour of the eastern states. He visited places like Mount Vernon, Independence Hall in Philadelphia, the historical spots in Boston, Bunker Hill monument in Charlestown, Concord and Gettysburg. That fall and winter this friend couldn't understand what had happened to his boys. They were actually bringing home report cards that were a credit to them. It so impressed the father that he went to see his boys' teachers. And they explained that the boys kept telling about the places they had visited. What these boys had seen were real to them.

"The motor car is a natural development of the age in which we live. The industry is at last up on a sound basis. It has been responsible for the development of the third largest manufacturing business—petroleum. It has made possible the greatest of all construction business—road building. The automotive industry is the third largest rail shipper of manufactured articles.

"Finally, motor car development, motor construction and car design are just beginning. The potentiality of its influence is so great that one hesitates to think about it. It is enough to say that the motor car is the greatest revolutionary influence in American life today."

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1918 Ford Touring	$100
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Motorcycle—Indian	$50
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TO STUDY MUMMIES WITH X-RAY PHOTO

CHICAGO, Dec. 15.—Pictures of mummies taken with the X-ray disclose conditions existing in the bodies of ancient Peruvians and Egyptians which otherwise would escape our knowledge; unwrapping the mummy means its destruction for purposes of accurate study. Such pictures have been taken by D. C. Davies, director of the Field Museum of Natural History, cooperating with the Victor X-ray Corporation.

These pictures revealed also what had been buried with the body. For instance, various Peruvian mummy packs were found to contain ears of corn, pottery, vessels of clay containing shells, bits of metal, gourd vessels, beads clay figurines and cut bone objects.

"In addition to the range of objects found in the bundles, we learn from the X-ray pictures something definite concerning the age, sex, and condition of the bony structure of the individual buried therein," said Mr. Davies. "We are able to discover the nature of injuries received during his life, as well as determine whether the deceased was a sufferer from chronic rheumatism, tuberculosis of the bones, caries, arthritis of various kinds, and other conditions of disease.

"In the Egyptian collections the mummy of a man of the 26th dynasty was photographed in four sections, beginning at the head, and furnishes a wonderfully clear picture of the entire skeleton. Here we may expect to find fractures, pathological conditions such as bony tumors, rickets, hydrocephalus, pyorrhoea and caries of the teeth, all of which have been shown in the examination of unwrapped skeletal material to have been common conditions of disease among the Egyptians of the most ancient times. The great advantage of the X-raying process in this regard is that it is possible to discern, accurately these facts without injuring in any way the exhibition value of the specimens.

"Mummified cats, hawks, jackals, crocodiles and gazelles, also have been pictured with very satisfactory results. In the case of the hawk, even the tail feathers are very definitely shown. The picture of the mummy of the gazelle brings out the skeleton with marvelous distinction. That of the crocodile also shows the bones still to be in their proper relative position to one another."

Further investigations are to be made upon the Egyptian material as well as upon vessels made of marble, alabaster and metal. The work will be extended to several departments, and plans also are now under way to take X-ray pictures of rock formations which are more than 3000 years old. Moving pictures of the process are contemplated.

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ANOTHER RECORD BY STUDEBAKER

Beats Los Angeles Limited From Salt Lake City to Los Angeles

Breaking the record time of the famous Los Angeles Limited from Salt Lake City to Los Angeles by one hour and 10 minutes, a stock 1924 Studebaker Specialy Six, driven by D. A. Jenkins of Salt Lake City, has established a motor car performance mark that is causing wide-spread comment among motorists along the Pacific coast.

This is the fastest that man has ever traveled overland between these two cities. It is one hour and 58 minutes—almost two hours—faster than the best previous motor car record.

The Arrowhead Trail over which the record was made winds through many treacherous mountain passes and traverses hundreds of miles of desert roads. For this reason, and because no attempt was made to wait for ideal road and weather conditions, the feat is all the more impressive to those who are familiar with the route.

No Water Added to Radiator

Even more remarkable than the speed attained was the endurance displayed by the car. Despite the fact that its cooling system was naturally subjected to severe test over the mountain and desert roads, no water was added to the radiator during the entire run. The American Express company sealed the filler cap at Salt Lake City and broke the seal at Los Angeles. When checked in at Los Angeles, the motor was running as smoothly and as quietly as it was when it left Salt Lake City.

The run, arranged by the T. W. Naylor company, Studebaker dealers in Salt Lake City, was timed and authenticated by the Western Union.

The distance of 853 miles was covered by the Special Six in 23 hours, 43 minutes. The best previous automobile record was 25 hours, 41 minutes and the time of the Los Angeles Limited is 24 hours, 50 minutes.

Other Studebaker Records

With the addition of this record, four official road records are now held by Studebaker in California. Considering the fact that the per capita ownership of automobiles in California is higher than in any other state, with the result that rivalry for automobile records is extremely keen, the accomplishments are all the more important. The three previous records have been held by the Studebaker Light Six for nearly three years. They are:

Valley Route Record: Los Angeles to San Francisco; total distance, 411.1 miles. Official time, 9 hours, 15 minutes, 50 seconds.

Coast Route Record: Third and Townsend, San Francisco to Main Postoffice, Los Angeles, total distance 453.7 miles. Official time, 10 hours, 12 minutes, 30 seconds.

Round Trip Record: San Francisco to Los Angeles and return, south by coast route, north by valley; total distance, 864.8 miles. Official time, 21 hours, 23 minutes.

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Give her a NEW STAR CAR for her Christmas
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F. G. DELANO — A. L. EOFF

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Latest Patents of Interest to Motorists

Recently Granted by U. S. Patent Office

Compiled by CLARENCE A. O'BRIEN, Registered Patent Attorney, Washington, D. C.

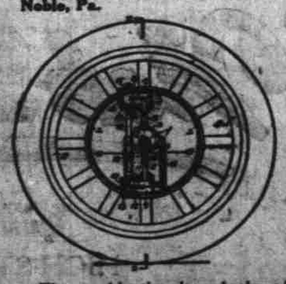
1,474,863. HOLDER FOR NON-SKID CHAINS. Harney G. Steele, Johnstown, Pa.

1. An anti-skid chain-holding device for vehicle wheels including an annulus convoluted parallel to its axis and transversely of its circumference, certain of the convolutions being formed to embrace the spokes of the wheel and certain of the convolutions being adapted to receive the ends of anti-skid cross chains.

63,345. CASE FOR AUTOMOBILE SIGNALS. Robert F. Wenzlaff, Detroit, Mich.

The ornamental design for a case for automobile signals, as shown.

1,474,537. BRAKE. Albert H. Manone-half to Roy A. Manwaring, waring, Noble, Pa.; assignor of Noble, Pa.

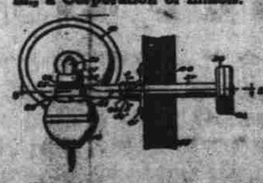


1. The combination in a brake of relatively fixed and rotatable members; a cylinder connected to one of said members; an eccentric connected to the other member; a piston driven by the eccentric and operative in the cylinder; and a yielding connection between the eccentric and the casing.

1,474,225. BODY FOR FORD CHASSIS. Jay H. Butler, Newark, Ohio.

In a device of the class described, a motor propelled vehicle comprising front wheels and a frame; and provided adjacent to its forward end with an emergency brake lever, a reverse pedal, a clutch pedal and a service brake pedal; a body mounted on the frame and including a floor, the body being provided at its rear end with a depending cab comprising a bottom located at a level below that of the floor; other pedals mounted at the bottom of the cab, connections between said other pedals on the one hand and the brake lever and the first specified pedals on the other hand, the connections being extended upwardly in the cab and forwardly beneath the floor; an upright shaft supported for rotation in the body and provided with a steering wheel located above the floor in advance of the cab but accessible from the cab; and means for connecting said shaft with the front wheels.

1,469,982. MOUNTING FOR UNIVERSAL SPOTLAMPS. Ernst G. K. Andersen, Chicago, Ill., assignor, by mesne assignments, to Appleton Electric Co., Chicago, Ill., a Corporation of Illinois.



1. A universal spot lamp mounting, embracing a tubular bracket adapted for rotational mounting and provided at one end with a hand piece to rotate it, a support at the other end of said bracket, a lamp structure, two independent rotational joints to support the lamp structure for rotation on said support in a plane at a right angle to the plane of the rotational axis of said tubular bracket, a shaft within the tubular bracket and geared to one of said rotational joints, the other joint being adapted to be manually rotated, independently of said shaft, and a hand piece for said shaft.

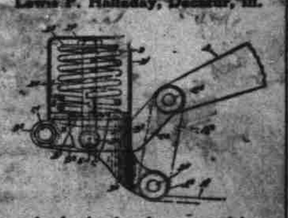
1,474,907. BUMPER. John I. McCormick, Philadelphia, Pa.

1. The combination of a bumper bar; arms on which the bar is pivotally mounted; and corrugated plate springs located back of the bumper bar.

1,475,025. LICENSE-CARD HOLDER. John J. Newman and Lloyd L. Newman, Rockwood, Pa.

1. A license card holder comprising a channel frame having a removable section, transparent panels, yieldably held in said channel frame and being yieldably spaced apart to provide a pocket therein open at the removable section, said removable section having a cushioning element for engaging against the ends of the panels and having a filler strip adapted to engage between the glass panels to close the opening in the pocket and to cushion the panels, and means for hingedly supporting said frame to enable it to be moved to expose both sides of the license card held therein.

1,474,964. SHOCK ABSORBER. Lewis P. Halladay, Decatur, Ill.



1. A shock absorber comprising a floating spring platform, a pivot connection between it and one of the spring elements of a vehicle, an auxiliary spring resting upon the platform, and a lever pivoted on the spring platform having its free end in pivotal connection with the end of one opposed vehicle spring element, and a plunger rod passing through the platform and pivoted at an intermediate point on the lever and supported at its upper end by the auxiliary spring.

63,322. TIRE. Guy de la Rigaudiere, Bethlehem, Pa., assignor to the Traveler Rubber Company, Bethlehem, U. S. A., Bethlehem, Pa., a Corporation of Delaware.

The ornamental design for a tire, substantially as shown.

1,475,111. ACCELERATOR. Frederick W. Grim and August L. Grim, Watervliet, N. Y.

An accelerator of the character described comprising a substantially V-shaped supported bracket, a top plate bridging the arms of the bracket and being provided with an opening centrally disposed therethrough, a bushing plate formed on the lower end of the bracket, a headed stem passing through the plates for a slidable movement and being provided with a plurality of notches arranged adjacent its upper end, means extending in the opening on the top plate and arranged in the path of the notches for operative engagement therewith, a pair of pivotally associated collars arranged in superimposed relation one of said collars being notched and received in a reduced portion of the stem and a coil spring surrounding the stem and having its end convolutions engaging the adjacent collar and the bushing plate, respectively for the purpose specified.