

# America Now Leads in Engineering and Dominates World's Markets

By B. F. Everitt, President and General Manager, Rickenbacker Motor Company

"It is long years since Europe could teach us anything about automobile engineering—and Europe never did know how to manufacture a motor car," says B. F. Everitt.

"I am getting just a little bit tired of all this talk about European supremacy and America's aeroplanes, and other things," says B. F. Everitt, President and general manager of the Rickenbacker Motor company; "especially when those who voice such opinions have so few facts upon which to base their judgment.

"In fact I find that, when questioned closely, the most rabid pro-Europeans are those who have just made their first trans-Atlantic trip and who have as yet, traveled little in America.

"In other words, the first essential to the absorption of European propaganda; and waxing enthusiastic over things there, is an almost total ignorance of your own country and lack of understanding of what and how we do things here.

"Just at this time of year, the flood of European supremacy-talk is at its height of course. Because the tidal wave of trans-oceanic tourists return with the equinoctial gales, in September.

"Like all tidal waves it will thin out as it spreads and will soon spend its force. After a few months at home, with wholesome American food and hot water baths, these good folk will return to normalcy.

"After about three trips to Europe an American becomes just as rabidly pro-United States. For, once the novelty the veneer have worn off, things present an entirely different aspect.

"One of the things that I do know about, and upon which the opinions of the uninformed therefore appear most ridiculous, is the relative status of Europe and America in automotive engineering and fabrication.

"Those whose sole experience with motor cars has been in the tinscan or at the steering wheel, come back all enthused over European cars.

"Yet I will venture the assertion that, if these same persons had to care for, drive and coddle, an European car as it must be cared for and coddled; if they had to tolerate a four or five-speed transmission and shift gears every time they turned a sharp corner or tried to run over a sheet of paper, they would not bother with it long.

"It is ten years at least since Europe had anything to offer us in the way of engineering knowledge.

"And Europe never did know how to manufacture a real automobile.

"Each year in the past our engineers have gone over to the Paris 'Solon' and the Olympia Show in London.

"When they returned, they had bales of blue prints; other bales of descriptive data; and trunks full of photographs showing novel body types and trick mechanisms.

"After we had mullied it all over, we found we had again learned a lot of thing not to do! And we who have been in this industry since it started learned

pected moves of the man on foot.

**Hold Down to 20 Miles**  
This should be a maximum in all residential section, except where there are special boulevard provisions.

**A 90 Day Clean-Up**  
Clear the streets and highways for the law abiding walkers and motorists. Jail sentences, revocation of licenses and taking away of the car will do it.

Safety education in the schools should be especially emphasized at the beginning of the term. Are the greatest number of accidents occurring near schools, during or after school hours, in residential streets or in congested areas?

## 35 APPLY FOR N. Y. CITY BUS FRANCHISES

Thirty-five applications for bus franchises are before the Board of Transportation of New York City. These include petitions from a number of independent operators, and also from four big corporations: The Fifth Avenue Coach Co., The Third Avenue Railroad Co., The Brooklyn-Manhattan Transit Co., and the Service Bus Corporation.

The Fifth Avenue company proposes operation of 116 miles of new motor coach lines, over 35 new routes, increasing by about 600 the number of buses it would have in service, which would then number well over 1,000.

The Third Avenue Railway company and the B. H. T. company both propose to add bus lines as feeders to their surface and rapid transit lines.

The Service Bus Corporation has been organized to put into operation the Tilling-Stevens gas-electric bus, about 1,200 of which are now used in England, mostly in London. It is asking a franchise to operate over 125 miles of New York City streets.

## Tourists Get Souvenirs In Westminster Abbey

LONDON, Oct. 9.—Many of the fine monuments of Westminster Abbey are being badly treated by the tourists who visit London's ancient edifice. Several of the monuments are minus fragments, such as fingers and toes, and from the walls themselves several bits have been broken off to satisfy the souvenir hunter.

The latest loss is the large spear head from that instrument carried by the figure of Death in the monument erected to the memory of a member of the Nightingale family. The thefts, however, are gradually diminishing. This is due to the scarcity of suitable souvenirs, and the alertness of several new guards placed in the abbey.

## JACK COOMBS IS RATED AWAY UP

Member of Connie Mack's Old Philadelphia Athletics Was Big Help

NEW YORK, Oct. 9.—Jack Coombs, an outstanding figure in the ascendancy of Connie Mack's old Philadelphia Athletics, holds the peak in world's series pitching performances.

Christy Mathewson's three shut-out victories over the Athletics in 1905 and Ed Reulbach's one-hit game in 1906 are among the greatest of all series twirling feats, but "Colby Jack" Coombs has the distinction of a perfect record in three series and in both leagues. Coombs won four games for the Mackmen, including three against the Chicago Cubs in 1910 and one against the Giants in 1911; then five years later, he turned in a victory for the Brooklyn Nationals over the Boston Red Sox.

Ruelbach's victory for the Cubs over the White Sox was the closest to a no-hit game in any series. "Jiggs" Donohue's single spoiled "Big Ed's" bid for a perfect game. Five two-hit games are on record, one each to the credit of Ed Walsh, "Three-fingered" Brown, Eddie Plank, Bill James of the Boston Braves "miracle team" and Waite Hoyt.

Four pitchers have won three games in a single series, with Mathewson's triple shut-out triumph standing out as the best. Coombs won three against the Cubs in 1910, Babe Adams against Detroit in 1909 and Stanley Coveleski against Brooklyn in 1920.

Of the last three series, all involving the New York Yankees and Giants, Hoyt was the star in 1921, allowing only two runs and 18 hits in three games; Jack Scott, with a four-hit shutout as the climax of his great comeback, shone in 1922 for the Giants; while last year Herb Pennock, southpaw star of the Yankees, was credited with two of his club's victories.

Details of Coombs' great record: October 18, 1910.—Pitching for Athletics against Mordca Brown, Chicago Cubs, won 9 to 3, allowing seven hits, striking out five men and passing nine.

October 20, 1910.—Pitching for Athletics against Ed Reulbach, Chicago Cubs, won 12 to 5, allowing six hits, striking out eight men and passing four.

October 23, 1910.—Pitching for Athletics against Brown, Cubs; won 7 to 2, allowing nine hits, striking out seven men and passing one.

October 17, 1911.—Pitching for

thletics against Christy Mathewson, New York Giants; won 3 to 2, in eleven innings, allowing three hits, striking out seven men and passing four.

October 10, 1916.—Pitching for Brooklyn against Carl Mays, Boston Red Sox; won 4 to 3, allowing seven hits in six and one-third innings, striking out one man and passing one.

## Spurious Wine Makers Arouse Ire in Argentina

BUENOS AIRES, Oct. 9.—In a campaign against manufacturers of impure liquors, the Buenos Aires board of health has closed down five large plants producing alleged wines and other beverages. They are said to have used methylated spirits, or ether combined with water and coloring matter. One of the concerns was a heavy advertiser of a brand of wine that never was produced from grapes, but was widely consumed, much to the detriment of the drinkers, according to the authorities. The names of the concerns, published in some newspapers, caused a shock of surprise to many people who had been consuming their products.

## DEEPEST POINT IS FOUND NEAR JAPAN

Lowest Place Discovered on Earth's Crust Is South-east of Tokio

TOKIO, Japan, Oct. 9.—The lowest known point on the earth's crust, the deepest known trench in the ocean, lies about 145 miles southeast of Tokio. This discovery, made recently by the Japanese naval survey ship Manshu, has been announced by the navy authorities.

The new "deep" measures 32,636 feet, or more than six miles. It exceeds by 548 feet the hitherto greatest known ocean depth, the famous Marianne trench in which the United States naval ship Nero in 1899 found 32,088 feet off the east coast of the island of Mindanao in the Philippines.

The Manshu's "deep" apparently lies at the bottom of a precipitous declivity descending sharply about 100 miles from the southeastern coast of the main island of Japan. To the Japanese the first interest in the discovery lies in the seismic possibilities of this trench so near their coasts. The sharpness with which the ocean bed plunges a few miles from Japan is held by scientists to be a contributing factor to the severe earthquakes which visit this part of the country.

## Mindanao Now Prepared To Enter Rubber Market

MANILA, Oct. 11. (AP).—Actual quantity production of crude rubber for the market will start in Cotabato province, Island of Mindanao, within a month, it was

announced today. A shipment of machinery for a rubber plant was made recently from Zamboanga to Cotabato, consigned to the Rio Grande Rubber Estate at Kaban, Cotabato, and it is expected the installation will be made by the end of August. The company has a large number of trees just

maturing and it expects to add further acreage. It already has a considerable acreage which will mature within a few years. While small shipments of crude rubber have been made from the Philippines for several years, they have attracted little attention in the market.

# DODGE BROTHERS TYPE-B SEDAN

This car is now driven by a great many people who never before owned, and never intended to own a closed car.

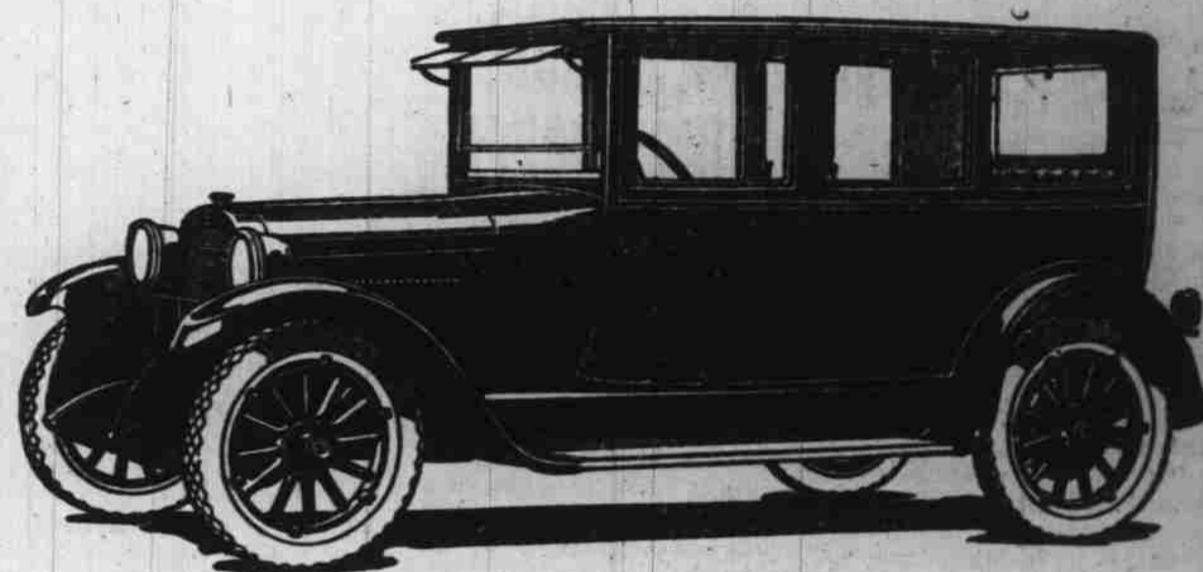
It is driven daily over roads that heretofore were considered too rough and too heavy for anything except the sturdiest open cars.

As a matter of fact, the Type-B Sedan is as sturdy as an open car, and was built by Dodge Brothers for the same identical kind of service.

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# Glenn Curtiss Says "It's Surprising!"

After a demonstration in the new Willys-Knight Sedan equipped with the Lanchester Balancer, the famous aeroplane builder said—"It is surprising. I drove the car at all speeds up to 50 miles an hour and found absolutely no engine vibration."

## Vibrationless Motoring

Automobile engineers have been striving for many years to lay the ghost of vibration—but it has remained for the Willys-Knight to bring to the United States the secret of vibrationless engineering.

The Lanchester Balancer—a great discovery by a great genius—the invention of Dr. F. W. Lanchester, F.R.S., of Great Britain, builder of one of the world's most expensive motor cars.

With this new ingenuity of engineering, Willys-Knight achieves positive engine smoothness at all speeds. A smoothness almost incredible to the thousands and thousands of automobile owners

who have always thought vibration in a car to be a necessary evil.

This achievement is all the more notable for being sponsored by a car with so many other great achievements to its credit. Willys-Knight long since ended the days of valve-grinding and carbon-cleaning—and the Willys-Knight sleeve-valve engine is known around the world as the engine that improves with use.

Leading engineering authorities, car owners, the public generally, are impressed by Willys-Knight's vibrationless performance. A ride is a new thrill—a new experience—a new conception of motoring pleasure. Take a ride today!

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