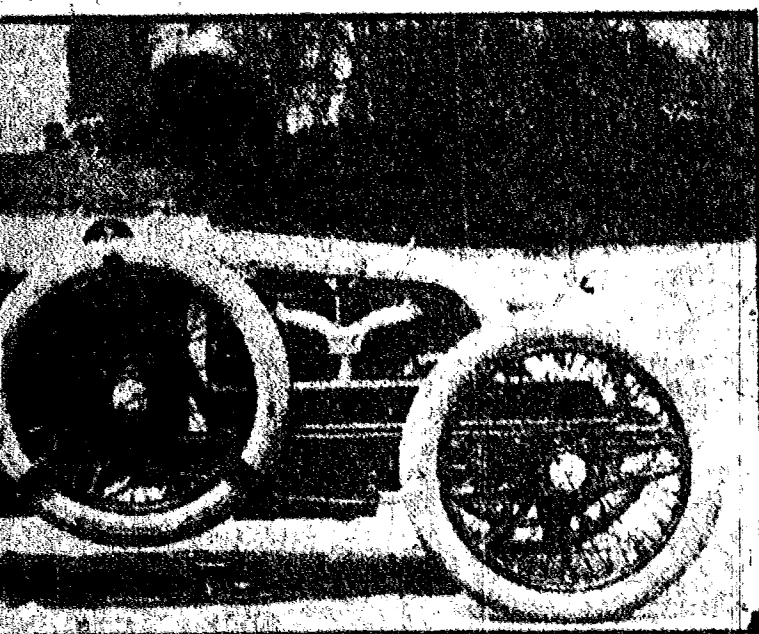


MOTORDOM'S LATEST

Having completely equipped its local plant and removed all its possessions from Lafayette, Ind., the Esterline company, makers of electrical devices bearing that name, including lighting and starting systems, and automobile headlights, is now wholly "at home" in Indianapolis. The factory here is being operated to full capacity.

Chief engineer F. H. Berger, of the Oakland company, will drive one of his test cars to the Indianapolis five-hundred-mile race and back, in accordance with his annual practice, says G. O. Wildback, local distributor for that concern. Berger thus kills two birds with one stone. He witnesses the famous grind and at the same time finds out whether his assen-

FIRST TRY TODAY



IAN, IN KEETON.

of hand drive, contrary to usual speedway practice. This element, together with the space dividing his seat from that of the mechanician, front to rear, will make the task of handling the car much easier for him, Burman claims, as it will place him in a most advantageous position to observe the inside of the course, and at the same time allow him a maximum of elbow room. Burman expects to be in the running all the way this time. He also thinks that last year's record will fall, due to the evenness of the field, which will make a much more sensational race all the way.

blers are doing their duty to his satisfaction or not.

Exports of American made automobiles during the month of March amounted to \$4,899,041, according to figures recently published by United States government statisticians, a gain over last year of 53 per cent. Imports continued to decrease, falling off by about one-third. The showing for March was only \$119,950. It is thought, however, that this is partially due to the fact that importers are holding off shipments, while waiting for the new Underwood tariff law to become effective.

Billy Knipper, Henderson driver in the next five hundred-mile race, has a mascot whom he would surely carry with him during the long grind did the speedway rules and regulations permit. The luck bringer in question is a little brown bulldog, who answers to the name of Henderson Peppers. Master and dog are inseparable, hence Knipper's desire to take him along. This being out of the question, of course, he will do the next best thing, and keep him chained to his pit while the five-century battle is in progress.

The Goodrich truck upkeep cost record, which was first introduced among commercial vehicle users of this city about a week ago, is proving out most satisfactorily, wherever it is being kept as per instructions, says H. A. Little, local branch manager of the concern. The form in question enables a man systematically to check the number of trips made, mileage, the record of tires, load pounds carried, and oil, gasoline or electricity consumed. It is compiled from daily driver's report cards. As a means of discovering and correcting "leak" it is unsurpassable, it is said.

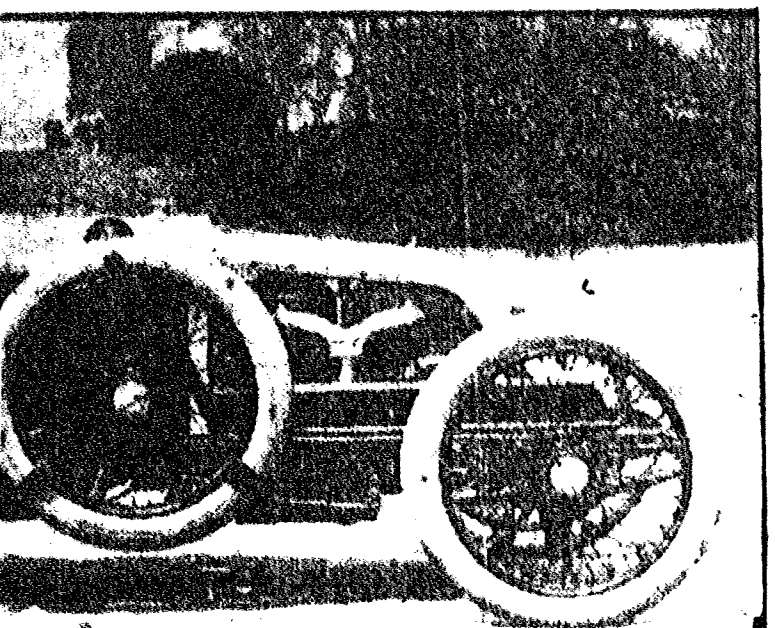
Automobile manufacturers are up in arms over the alleged "joker" in the Underwood tariff bill, which, while levying a duty of 45 per cent. on imported automobiles, allows chassis to come in at 30 per cent., and parts at 20 per cent. In view of the fact that finished cars are but rarely brought to this country from abroad, but are usually shipped in the rough, or even knocked down, the effective duty under this law is asserted to be 20 per cent. This is even less than the tariff suggested by the foreigners themselves, 23 1/2 per cent. being all they wanted. Various measures to cope with the situation have been suggested, among them being the removal of American factories to Europe, so that the cheap labor on the other side may be utilized to meet the drop in prices which it is thought will inevitably follow.

The wonder of it is that an automobile will stand as much as it does, says B. T. Strong, the Buick representative. Far from kicking when anything goes wrong the average man ought to take his hat off to his machine and congratulate it for having lasted so long. Consider the treatment which is accorded to other pieces of machinery and the point will be apparent.

A railroad spends millions of dollars on laying a perfect roadbed, buys the most expensive kind of experts to run them, and still has enough repair work to keep a staff of round-

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Skat League Formed.

SOUTH BEND, Ind., May 12.—Skat players of this city and surrounding towns have organized the Northern Indiana Skat League, which is to hold regular sessions and conventions throughout the year. Louis Neckel, Jr., a director of the National Skat League, is a charter member of the northern Indiana organization. J. C. Hoffman was named president of the league; J. C. Schreyer, treasurer; Lorenz Lederer, secretary, and John N. Reass, vice-president.

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Automobile manufacturers are up in arms over the alleged "joker" in the Underwood tariff bill, which, while levying a duty of 45 per cent on imported automobiles, allows chassis to come in at 30 per cent, and parts at 15 per cent. In view of the fact that finished cars are but rarely brought to this country from abroad, but are usually shipped in the bulk, and even knocked down, the effective rate under this law is asserted to be 20 per cent. This is even less than the tariff suggested by the foreigners themselves, 33 1-3 per cent being all they wanted. Various measures to cope with the situation have been suggested, among them being the removal of American factories to Europe, so that the cheap labor on the other side may be utilized to meet the drop in prices which it is thought will inevitably follow.

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A railroad spends millions of dollars on laying a perfect roadbed, buys the most expensive kind of experts to run them, and still has enough repair work to keep a staff of round-house men busy. Stationary engines, made of the heaviest materials and anchored to cement foundations, likewise are by no means free from trouble, and demand a lot of care and attention.

An automobile power plant, however, of the same work capacity as the stationary machine, is mounted on a bunch of steel springs, and then sent over the road, through sand and mud, rocks and gravel, day in and day out, by men who do not know a radius rod from a carbureter, and is still expected to give perfect service under the strain. When the noble manner in which it discharges its duty is considered, under abuse and neglect, tribute must be rendered to it as the finest piece of machinery ever built.