

**FINISH OF AUTO;
COLOR AND POLISH**

PROGRESS IN THIS LINE

One of Most Interesting Chapters in Car Manufacturing Is Along This Line of Work; Details

(By H. Clifford Brokaw, technical advisor, New York City West Side Y. W. C. A. Automobile School.)

One of the most interesting chapters in the history of progress might be called the Evolution of Finishes. In the caves used by the pre-historic people in the south of France are drawn chiselled, crude pictures and sculptures of birds and animals. In connection with these rather inartistic works of the cave men a more interesting factor is the use of daubs of color on some of these drawings. This is said to be the earliest known use of a paint or finish in the sense that we use these products today. This crude daubing of homely pictures was the best that age could afford. It is far removed from the present method of painting and finishing which we find on modern automobiles.

Improvement Recent

As a matter of fact, no startling improvement was made in the matter of finishes up to within a hundred and fifty years ago and the achievements which have been developed within the last ten years probably represent as notable a record as could be accounted for over many centuries in the past. Among the most satisfactory developments in the evolution of finishes is the introduction of a new material which is a pyroxylin finish. It is radically different in basic materials and is also considered an improvement as to durability. It is water-proof and does not check, crack or graze. Also it is not affected by boiling or ice cold water. It is hard and tough, difficult to scratch and does not peel.

Because of the quick drying properties of this material it must be applied by a dip or spray. It cannot be hand brushed. Consequently its use is confined in the main to manufacturers and professional painters. As far as automobile manufacturers are concerned, the quick drying properties and durable quality of the new finish have meant so much that it has been readily adopted by a large number of them.

Why on Automobiles?

The owner may bring up the question as to why an automobile is given this kind of a finish. To some it may seem absurd to provide for a machine

which is used out of doors in all kinds of weather the same sort of a finish which one expects to find on furniture and pianos in the inside of a house. The reason is in the first place to cover the automobile with a material which protects it against the elements and secondly to give the car an attractive appearance. It is found that a finish of the lacquer type will give the desired protection and at the same time a beautiful finish.

This sort of finish, which is of the lacquer type, also has the advantage of retaining its lustre. It is not easily ruined by oil, salt, seaside mist, mud, ice or rain and is not ordinarily checked by being out in excessive warm or cold weather.

One of the big strides which the automobile industry has made in recent years is in the matter of finishes. Up until quite recently finishes have not been really satisfactory. At the present time, however, the situation is more encouraging.

WHAT CANARIES LIKE

Canary seed alone does not furnish a balanced feed for canaries, but in combination with hemp and summer rape it forms a good ration. Much of the rape seed put up and sold in cartons is of a kind that even wild birds do not eat because of its pungent and bitter flavor, says the United States Department of Agriculture, but all birds relish the mild taste of true summer rape.

NEW PLANT FOR THE FRIGIDAIRE COMPANY

Stover Co., Chicago Frigidaire distributors, are attending the ground breaking ceremonies for a new \$20,000,000 Frigidaire expansion project at Dayton, Ohio, this week. The branch managers and distributors of the company have a leading part in the exercises.

The new Frigidaire plant will be one mile long and is expected to be in full operation early in 1927. It will have a capacity of 600,000 electric refrigerator units a year, approximately four a minute. Three thousand workmen will be required to complete it within the scheduled time.

This building program represents the initial outlay in a hundred million dollar investment General Motors will make, if necessary, for the future development of this industry. It will give the Delco-Light company, makers of Frigidaire, 68 acres of floor space.

The mayor of Atlantic City protests that he was stung \$50 for taxi fare in Louisville recently. This is a good joke for the rest of the country.

BUSINESS SLIGHTED IN U. S. HISTORIES

Few Books Used In Schools Recite the Tremendous Drama of Trade Expansion

What is the matter with American histories? Are school children being taught too much about wars and heroes and not enough about the industrial growth of the country?

These questions are raised by Frank R. Kent, capable newspaper correspondent and observer, in an article in the current Nation's Business Magazine.

Mr. Kent's research has impressed him—as it has many others—that historians slur over the most important factors in the making of a people, the industrial factor. They play Hamlet

with the Hamlet left out. The historian has cast the captain of infantry and not the captain of industry as his hero.

Mr. Kent cites the cast of Pittsburg. A well-known history of 1,100 pages mentions Pittsburg in but five instances. One tells of a colonial battle, two others of political conventions, a fourth of a presidential address and the fifth of a riot. Not a word of the mighty drama of industry; not a word of Pittsburg's annual contribution of two and three-quarter billions to the prosperity of the American people because of its industrial activity and thereby its part in shaping national destiny.

Mr. Kent writes that "the story of the beginning and development of railroading in the United States would outstrip almost any other historical chronicle imaginable in adventurous

thrills alone, to say nothing of its superior merit as a light upon the real characters of the Americans of those days. Yet we search through a two-volume history of the United States edited by historians of unimpeachable authority and, concerning the beginnings of the romance of railroading in this country, we find the following thin comment:

"In 1828 the first spike was driven in the Baltimore and Ohio railroad by

the venerable Charles Carroll of Maryland, the last surviving signer of the Declaration of Independence; and three years later a locomotive was hauling cars over a railroad in South Carolina. Within twelve years were two thousand miles of railroad were in operation."

"That, in two large volumes, is the sum total of discussion by these historians concerning the first decade of railroading."

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