

Highway and Auto Dope

Traffic and Tourist News

AUTOMOBILE NEWS

WOULD RATHER STARVE THAN PART WITH CAR

(By NEA Service.)
 Given a dilapidated automobile, a kind-hearted American public and a desire to roam and you have the flivver gypsy!

Call him that or, more kindly, call him the automobile migrant, he is the modern "tramp."

Around the auto camps there are different names for him: Flivver hobo, Flivver marauder, The van tourist, Gasoline stiff, Automobile.

But name or no name, he has succeeded the tramp who roamed the railroad ties, or who rode third-baggage or the bumper. Like the tramp, he depends upon a kind-hearted public to help him; but unlike the tramp, he takes his family with him—and his dog, cat, crock, his stove and his bed.

This flivver gypsy is rapidly becoming one of the most difficult problems of social workers.

Perhaps best acquainted with this problem is Miss Adeline A. Buffington, secretary of the charity organization association of Salt Lake City. Throughout the whole year she comes in daily contact with this new class of social parasite. Stationed at the crossroads of east, west, south and north highways, she meets the flivver parties from everywhere.

"The west owes its development to the pioneer spirit of adventure and initiative," Miss Buffington declares. "But by no stretch of imagination can these pioneers be compared with the present-day migrants who pack their belongings including babies, furniture, pots and everything they possess, into a worn-out automobile and start out with little money, no idea



Typical flivver gypsies. Their home is where their flivver stops. They make their bed anywhere. Their children run wild. Sometimes they all get hungry—but sell their auto? Never!

where they are going and with reckless disregard as to how they are going to live.

"Many of them use their children as an appeal for charity.

"And the children? Life in the open is healthy enough, but what about their education—and the effects of this racing upon their life habits? Are we to have a tribe of syphils in this country?—without any trade, or ambition?"

After investigating scores of charity cases among these migrants Miss Buffington has learned:

The flivver gypsies are always in a hurry—but they seldom know where they are going.

Their greatest need is gas and oil—rather than food and clothing.

They would rather (almost) part with their lives than give up their flivver.

Nearly always they say they are bound someplace for a job. But investigation usually shows it is an imaginary job.

They'll work for awhile, at fruit picking or the like, but will be on the road again as soon as they have restocked in fuel and food.

Only rarely will the real spy-park in a pay-camp; he prefers a public camp or the side of the road.

Many of them have been on the road for years.

"But the gypsy must not be confused with the summer tourist," Miss Buffington says. "It is not difficult to distinguish them. The professional moocher is easily recognized."

Miss Buffington says the best way to handle them is to refer their appeals for help to the local charity organization—where they can get help if they deserve it.

CROSSES MARK DEATH WRECKS

COLUMBUS, Ohio, (AP)—Dotting the sides of Ohio's highways throughout the length of the state at frequent and infrequent intervals stand white crosses. They mark spots where automobilists have been killed.

Automobile drivers rounding a sharp curve, in many sections, come suddenly upon a white cross, or possibly two or three, mute reminders that one or more persons have been killed at that spot.

Governor Vic Donahey was responsible for the placing of the crosses. It was his idea that they would help to cut down automobile fatalities by making drivers more cautious. They have not been installed "strong enough, however, to draw any conclusions.

Many automobile drivers declare they experience a sinking sensation when they suddenly come upon the white crosses. The governor has been condemned for the move on the ground it gives rise to morbid thoughts; others have praised it as being a good "sedative" for reckless drivers.

and labor conditions are suitable. Two factors, however, have checked the investment of large sums of money in the industry.

The first is the provision of the Philippine laws to the effect that corporations may not purchase or lease more than 2,500 acres of public land in the islands. Inasmuch as some of the most desirable lands fall under this classification, the provision has deterred operators from expanding. The industry pays best when operated on a large scale.

"Speed Limit Through Nazareth 10 Miles per hour." So reads a sign on Mary's Well at Nazareth.

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If you will do that, you will realize as we do that there is nothing in the present market, and nothing likely to appear, to equal the Chrysler.

FOUR—CHRYSLER—SIX

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Increased Sales Responsible for Price Reduction

CHICAGO, (AP)—Tractors lead farm equipment sales throughout the first half of 1925, as shown by the Research Department of the Farm Equipment Manufacturers, which surveyed its officials who are heads of most of the 200-odd

firms making up its membership and selling through some 21,000 dealers to the farmers.

Plow and tillage tool makers report the first half of the year ahead of 1924, and the tendency towards bigger equipment, to eliminate this man an horse labor is more marked than at any time in the history of the tractor's development. Oliver Chilled Plow Works reports 20 percent increase. One great company estimate its

two-row cultivator business 50 percent ahead of last year.

The American Seeding Machine Company reports 23 1/2 per cent increase over 1924 in grain drill business.

The first half of 1925 has seen a 24 per cent increase over the same period last year with Fairbanks, Morse & Company on farm scales, gas engines, windmills, water supply systems and food grinders, the reports show.

De Cause Disusses Latest Body Styles

(Editor's note—Probably no one has been called upon more frequently this year for forecasts of style tendencies in the realm of American motoring than de Cause, the eminent European designer, whose success in styling the new Franklin has made his name so familiar to Americans this year. His observations of the trend in chauffeur-driven automobiles have been made the basis of this article in which he outlines the definite owner requirements leading up to all enclosed chauffeur-driven Limousine now coming into general use.)

The increasing number of chauffeur-employing families in recent years, who have been using the sedan as a chauffeur-driven car, indicates plainly the demand for an automobile which in seating capacity and general characteristics is much like the sedan, but which, if desired, complete passenger privacy when the chauffeur drives, and is at the same time suitable for family use with some member of the family at the wheel.

Quick conversion from owner to chauffeur driving is thus one of the required features, provided in a movable glass partition between front and rear compartments. The awkwardness of the sedan as a chauffeur-driven car is thus completely avoided. Hence, the new type of automobile known as the Enclosed-Drive Limousine, has met with wide-spread favor.

The car is particularly desirable because of its adaptability to a wide range of service, being as suitable for town or touring use, as it is for chauffeur or owner driving.

To meet the average owner requirements, the specifications of the Enclosed-Drive Limousine call for a five-passenger closed car of moderate size with two folding seats for emergency use. A glass partition between front and rear compartments provides passenger privacy, while the auxiliary seats give even better sociability for passengers than the chauffeur-driven sedan. In connection with the auxiliary seats, it is important that the passengers be brought together in a non-companionable group. The best effect in this respect is obtained where occupants of the auxiliary seats can obtain maximum sociability by turning in the direction of rear seat occupants. In this way awkwardness is completely removed.

In designing a city car one must not forget the external conditions which have influenced the trend to the moderately sized chauffeur-driven car. I refer to the traffic conditions prevailing in practically all cities and the dearth of parking facilities.

It is in the Enclosed-Drive Limousine's range of suitable usefulness that the popularity of this car originates, for in addition to its serviceability for city purposes, it is the ideal chauffeur-driven car for long tours.

Touring with a chauffeur at the wheel is one of the greatest delights of American motoring, and the sense of relaxation that comes with the use of the Enclosed-Drive Limousine is particularly complete. Even in the matter of the control of air currents, the car affords an advantage. The window at the chauffeur's left may be opened as is so often essential for driving safety, yet no gusts of wind can affect the occupants of the rear

RADIATOR WORK FENDER WORK BODY WORK W. E. Corum 1301 Jefferson Ave.



Enjoy the Best Time of the Year

Now come the most glorious days of all—late August, September and golden October! Days meant to be lived out-of-doors—when the roadsides are ablaze with flowers, and the woodlands a riot of color.

Take a Ford Car and strike out from the crowded highways. Explore the side-trails that lead to the best fishing, the loveliest spots of natural beauty.

There is no going too hard for your Ford; nothing at which its willing power will balk. And its control is so simple, so easy that you can venture where you will on unknown dirt roads, with the same confidence with which you set out on the paved highway.

The best vacation days of all are still ahead, the weather is less changeable now and roads are in better condition. Get a Ford Car and revel in the finest time of the year.

Ford

Runabout - \$260 Tudor Sedan - \$580
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We are now making a special showing of these new cars and would be glad to have you call and see them.

The Roadster - \$525 New and improved quality of equipment—finished in a new color—gunmetal grey Duco.	The Coach - \$695 New and improved quality of equipment—former price \$715.
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The Coupe - \$675 New and improved quality of equipment—former price \$715.	Commercial Chassis - \$425 Express Truck Chassis - \$550 ALL PRICES F. O. B. FLINT, MICHIGAN

Blue Mountain Garage
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QUALITY AT LOW COST

RUBBER GROWN SUCCESSFULLY IN PHILIPPINES

Under this heading the "New York Times" of August 12, 1925, comments editorially in part as follows:

The report of the Department of Commerce that rubber can be successfully grown in large quantities on most of the rich soil of the Southern group of the Philippine Islands is merely re-emphasizing a fact long known. The rubber tree has been cultivated there during the last two decades with increasing success. Climate, soil