

STUDENT'S AUTO
IS FROWNED ON

Ownership of Cars in College Already Outlawed in Many Places

WASHINGTON, D. C., Mar. 12.—The student automobile has become almost a bug-a-boo to executives and faculties of the nation's leading colleges and universities, and one after another they are falling rapidly into line in opposition that threatens virtually to drive the motor car completely off the campus. Already the student auto has been outlawed at many institutions of learning and others are following suit.

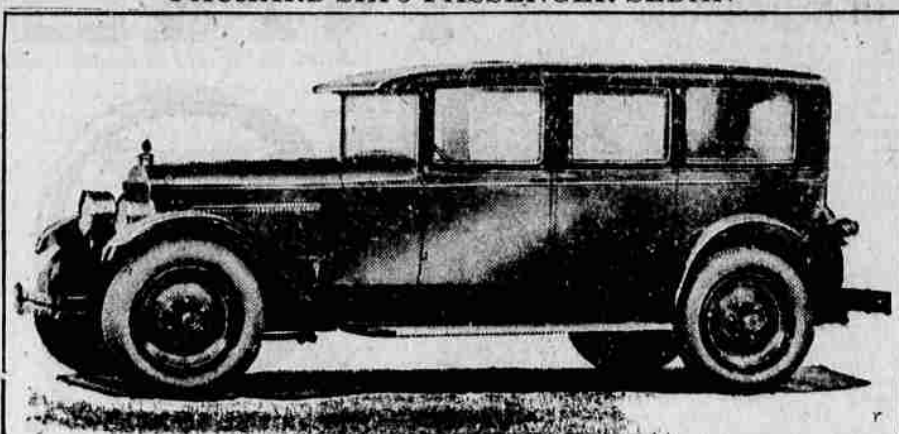
A questionnaire from the American Motorist addressed to 35 leading schools including men's universities, women's colleges and the large co-educational institutions, established the fact that "an overwhelming aversion" exists toward the student car.

Educators, says the Motorist, "indict the speed-craft of academic youth principally on the charge that it is a time-waster, a peril to safety, and a menace to morals, and generally they are unable to see that it possibly can have any particular utility anywhere near the halls of education."

Two Camps Pitched.

"Two distinct camps have been pitched," the magazine continues. "In one, we find allied against the automobile the majority of educators and great numbers of students themselves as well as the majority of parents and the auto-

PACKARD SIX 5-PASSENGER SEDAN



The Packard Motor Car company announces that it has reduced the price of its small car \$335. Types with 126-inch wheelbase are affected. They include three of the most popular Packard six models, the five-passenger sedan (pictured above), the five-passenger phaeton and the four-passenger roadster.

mobile insurance companies which prefer to let the students' car go uninsured, because they consider him on the whole a bad risk.

"On the other side are the students who want to drive their own cars and their more indulgent elders who feel that youth is entirely capable of self-determination and even selective wisdom."

Seventeen of the 35 schools queried have either established an entirely car-less campus or have imposed drastic limitations. Seven disapprove of the car, but have taken no actual steps to banish it, while 11 are more or less on the fence.

"The result of all this," says the Motorist, "is that college students own about the smallest number of automobiles of any group in America, and there probably are not a third as many cars on the campus as there would be if the petro-warrior had been received favorably."

Finishing schools and colleges for women apparently have the most severe antipathy to the student automobile, although automobile insurance companies have found that girl drivers are less likely than their brothers to get into trouble. Colleges and universities for men are almost as rigid, and the trend toward expulsion from co-educational institutions is equally pronounced, the Motorist says. Only the urban colleges, whose students usually are not "in residence" and who must have some means of transportation, find no harm in the student automobile. Probably the dislike of the collegiate motor car is a trifle less pronounced in the west, although it is in disfavor everywhere scholastically.

Inducement is long. Half a dozen counts which the colleges have returned against the automobile are set forth in the comments of famous men and

women heads of leading educational institutions. Only one, President L. W. Coffman, of the University of Minnesota, outspokenly opposes the elimination of the student automobile.

"Any artificial restrictions upon young people in the use of automobiles," says this educator, "must be regarded as only temporary solutions. For universities to take the position that they will refuse automobiles to students is not, in my judgment, the proper way to solve the problem. Responsibility for self-control must be built up in each student and restrictive legislation should be reduced to a minimum."

"The use of automobiles has never been allowed at Yale," says Dean C. Palmer, the warden, "on the grounds of safety, democracy and interference with academic work." President W. A. Nelson, of Smith, says automobiles are tabooed "to safeguard time for academic purposes, as a precaution against accidents, and to keep jurisdiction in the social life of the students." Ada L. Constock, president of Radcliffe, says the school objects to automobiles "because of the danger of accidents, the tendency to waste time and the incentive to types of amusement which are expensive and sometimes demoralizing."

Princeton Discourages Use

Dean C. N. Greenough, of Harvard, does not object to automobiles but thinks "an individual case it is often unwise." At Princeton, says Dean Charles Gages, "we discourage the automobile because of the poor record for attendance and conduct of automobile owners, and also because we feel ownership of motor cars tends to weaken the idea of residence and we are a residential college." Another reason is added by Purdue's dean, M. L. Fisher, who says, "the presence of automobiles congests the traffic unnecessarily."

To this President C. C. Little, of the University of Michigan, adds, "Certainly it cannot be said that an automobile is a necessary instrument of education. In nearly all instances, any son or daughter would be much better off without the use of an automobile while in Ann Arbor."

"With all these combinations actively working against the student automobile," the Motorist comments, "it is quite obvious that it will not win great popularity at college for a long time to come—possibly never, if academic youth does not learn to use it with moderation and to harmonize it with the business of acquiring an education."

6,000,000 Served
By Auto Supply Co.

More than six million men and women motorists were served last year by the Western Auto Supply company's 159 Western stores.

This statement was received recently by the local Western Auto manager from the Supply company headquarters after the number of sales for 1926 had been totaled. The 159 stores owned and operated by the company cover a territory where less than two and one-half million motor cars are registered. "We could not hope to sell to every one of these two and a half million owners, so evidently most of the customers returned—some a third, fourth and fifth time," says the manager. "This indicated that the customer found the complete line of accessories, tires and camping equipment offered every piece of automobile merchandise he needed, and that every article purchased represented full value for the money spent."

Most experienced car owners know that it is foolish to inspect the oil level in the engine while the car is standing on anything but level ground, but often they are not so skillful at picking out the level. One of the most common mistakes is to think the car is on level ground when it is standing on a gravel driveway. Sometimes the tip is quite decided.

A well-charged battery, meaning one with a good mixture of acid and water, will not freeze under the worst weather conditions. A run-down battery, because of the lack of acid, will freeze not far below the freezing point of water, and many times at the freezing point if there is no acid in the mixture to help it.

Traffic Police
Are Polite in
City of Manila

MANILA, Mar. 12 (AP).—Traffic policemen here do not fuss offending motorists.

They are instructed by Chief of Police John Green, an American, that it is their duty to keep traffic moving but that berating offending motorists is not one of their functions. Consequently minor offenders are halted and given a "short, kindly talk." More serious offenders say "Good morning" to a judge.

Traffic moves more by precedent than by regulation, but it is only the new arrival, usually an American, who becomes impatient. Precedent is based on custom and, in turn, custom is largely based on the laws of nature.

First comes the carabao, sort of a cross between a bull and a buffalo. The animal has been in the islands as long as the inhabitants themselves. Newly arrived Americans consider the carabao the slowest known form of visible locomotion. He draws his cart at the rate of about a mile an hour but the creature is too large to be dislodged from his position in the traffic line.

Next come the carmatas and caratellas, the former a two-wheeled horse-drawn carriage moving back to the old Spanish days. The latter is a pony-drawn conveyance. There are hundreds of both types of vehicles. Next to them, trucks have the right of way, a right based upon sheer might.

But the natives are not impatient and the natty dressed traffic officers keep things moving with seldom a traffic jam.

Redwood Highway
To Be Open Soon

GRANTS PASS, Mar. 12 (AP).—The new Redwood highway along Smith river in California will be open to travel again in four weeks, according to word received by the local division highway office from T. A. Bedford, division highway engineer stationed at Willits, Cal. Bedford states that the new highway between the Adams station and the state line which was closed to traffic after the recent floods in Smith river, will have several places in which one-way traffic will be routed around washouts. At present all travel to the coast is routed over the old mountain roads.

Cooperative Road
Plan Is Favored

WALLOWA, Ore., Mar. 12 (Special).—The cooperative road building plan which is being tried out in this county, promises to accomplish some beneficial results in getting roads improved in many sections of the county. A number of new projects are under consideration, some of them having been recently granted by the county court.

Paris Taxi Drivers
Dislike Pet Names

PARIS, Mar. 12 (AP).—"Assassin" is the favorite blessing, epithet of pedestrians for the Paris chauffeur who just misses them. The pedestrians seem to believe the chauffeur misses them because his aim is bad.

The chauffeurs do not like the pet name at all. They retort with the customary "42," "old package," "kind of a thief," "sort of dirt" and "rathed."

In addition to the rear-view mirror many car owners now are using an additional mirror to give a side view. The purpose of this is to show up the car that is just in the net of passing. It cannot be seen in the rear-view mirror.

Fights Bites



An aerial attack upon mosquitoes with fleets of planes spreading powdered root of the derris plant over large areas, is the proposal of Dr. Arthur Gibson, chief entomologist of the Canadian government. Breeding could thus be prevented, Dr. Gibson recently told the New Jersey Mosquito Extermination Association.

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