

250,000 AUTOS STOLEN IN YEAR

Car Thief Continues to
Ply His Trade—Stands
Second to 'Legger'

The automobile thief continues to ply his trade until the stealing of cars has become, next to bootlegging, the largest and most lucrative profession of the underworld. Various means have been resorted to by municipal, state and federal authorities to curb this trade in stolen automobiles. Certificates of title are required in some states. Heavy prison sentences are provided by the federal government as a punishment for transporting stolen cars between states and municipal authorities are banding every effort to improve the situation.

Many statistics have been quoted on this subject, but it is estimated that during the past year approximately 250,000 cars have

been stolen with an estimated value of about \$215,000,000. Many are recovered, but rarely are they in good condition, many being wrecked, and usually they are completely stripped of equipment when recovered.

This loss is said to average at least \$200 per car and it is an account of this tremendous loss that the insurance companies are seriously considering the elimination of coverage on fire and accessories.

The thoughtful driver who leaves his car without locking it is the cause of most of the car thefts. Locked cars are rarely stolen. Statistics show that only 15 per cent of parked cars are locked, hence the thief can simply take his choice. People who would never under any circumstances leave their front door unlocked give no thought whatever to leaving their automobile, worth from one to five thousand dollars, stand on the street.

Judging from the reception Lindbergh received in Paris, his flight across the Atlantic to make the world safe for aviators to be blessed.

FORD AND HIS FIRST FLIVVER



Henry Ford's Detroit factory recently turned out the 15,000,000th flivver. Here are unusual pictures of Mr. Ford and his son, Edsel, taken on the occasion, with the first Ford ever made. Shortly after this picture was taken Ford announced his plans to abandon the old Model T and make a new car.

Giving Rides to Young Hikers Is Poor Practice, Motorists Are Told

WASHINGTON, D. C., June 4.—Motorists who indulge in the habit of giving automobile lifts to boys and girls along the highways and townships are contributing in a very material degree to the creation of a serious national problem, according to a bulletin issued from the national headquarters of the American Automobile Association today.

The American Motorist has just completed a survey which shows that more than seventy per cent of the youthful down-and-outers, who become a burden on charitable organizations in our large cities, have arrived at destination via the "hitch-hiking" trail.

The national motorist body believes that if all motorists give a minimum of thought to the seriousness of the problem they are helping to create, they will hereafter abstain from giving lifts to

boys and girls encountered on the highways.

Said by Wonderlust: Nine times out of ten, according to the American Motorist, these boys and girls have simply succumbed to the age-old wanderlust, have left home without preparation or equipment and without a definite idea as to destination or as to what they want to do to support themselves. It continues: "Hitch-hikers are not confined to boys alone. Almost as many girls find their way to the soup stands. Not only that, but these children of both sexes leave home at a much earlier age than they would have done but for the moon which they can secure rides. It's an easy road to pauperism, destitution and crime. The tide moving along this road is assuming alarming proportions and in the interest of the youth of the nation, the motorists should realize once and for all that the solution is squarely up to them."

The experience of the Bowery, N. Y. M. C. A. in New York city is typical of the experience of other organizations throughout the country in this matter of youthful delinquency. Says Elmer Galloway, secretary of the Bowery "Y":

Numbers Are Great: "The numbers are so great, their misfortunes so appalling, that a new national problem has been created. The kindhearted motorists, through their very kindness, are actually creating another class, an army of juvenile wanderers, derelicts whose every member is a burden to himself and to the nation."

"Eighty per cent of the youths who reach New York through 'hitch-hiking' are unable to support themselves, handicapped as they are by lack of funds, experience or ability. Well, how many on every hand. Their false pride often prevents them from writing home and acknowledging defeat. They are confined to no one class, no one station in life, no one, not even to the masculine sex."

"If the temptation to rove is strengthened by the friendly but unwelcome help of the motorist, wanderlust must triumph. Before the advent of the automobile, it was the elderly man who asked for help along the highway. Now the majority of applicants are young men."

"No motorist, I know, likes to turn his head and speed by the child whose hand is uplifted in appeal. Neither does any motorist like to think of himself as an instrument of misery. Yet, every time he picks up a boy or a girl along the highway, without knowing exactly why, he quite possibly is becoming just such an agency of misfortune. And unless motorists begin to employ more forethought, the situation seems certain to become much more serious."

FUNERALS PAID ENOUGH: CHICAGO.—Funeral proceedings have been speeded up since home and foreign wars, but the city council thinks they run more rapidly enough.

Alderman Frank J. Rings, anti-death-camp, proposed an ordinance permitting citizens on business as that business might move much rapidly through traffic jams. The council laughed it into oblivion.

UNITED STATES RETURNS: ODESSA, U. S. S. R.—After more than 200 years of exile in Turkey, descendants of a Cossack regiment, the "Nikolovskis," are in return to Russia. Their forefathers were deported by Catherine the Great towards the end of the eighteenth century.

A thorough woman, 80 years old, painted her own fingers, gave her own, young man, and when asked, said she was related to such celebrities.

LAW MAY COMPEL AUTO INSURANCE

Sentiment in Favor of
Such Legislation Growing,
Magazine Says

UNIVERSITY OF OREGON, Eugene, June 4 (Special).—Widespread sentiment in favor of a bill to compel motorists to provide insurance for the protection of persons physically injured in automobile accidents is growing up in Oregon and California, according to MacCormac Show member of the Multnomah county bar, in an article published in the April issue of the Oregon Law Review, published by the University of Oregon.

In 1926, the automobile accident bill in the United States was in the neighborhood of 435 million dollars, he says, of which about 215 million related to personal injury and deaths. New uninsured automobile owners were financially responsible and bore part of the loss.

Last year's insurance premiums he points out, were distributed among injured persons and their families, investigators, expert witnesses, lawyers, court costs, miscellaneous expenses of litigation, overhead, commissions, reserves, and profits.

Public Bears Load

The public in 1926 bore a large slice of the total bill in the form of taxation, free wards, clinics, medicine, medical attention, nursing and direct charity. Mr. Snow points out. A large part of the direct bill and practically all of the more remote damages from accidents fell upon the injured persons and their families.

"Men are coming to the belief that this distribution is unjust for three broad reasons," says Mr. Snow. "First, the public at large should not be penalized; secondly, the share falling on the victim

and his family appears unjustly high; and thirdly, that falling upon the motorist appears unjustly low."

No state has yet attempted the solution of the problem, through compulsory compensation insurance, he says. But the state of Massachusetts has dedicated itself as an experimental laboratory of compulsory insurance of the liability type.

Massachusetts Law

The Massachusetts law, he explains, requires the registrant of a motor vehicle, as a prerequisite to registration of the same to file with the registrar a certificate showing a deposit with a state officer of cash, or securities of a value of not less than \$5000; or a liability policy covering the vehicle to the extent of \$5000 on account of death or injury to one person and \$10,000 on account of death or injury to one person or \$10,000 on account of any one accident resulting in death or injury to more than one person; or a surety bond to satisfy all judgments for death or personal injuries up to the amounts specified in respect to the policy.

The problem, in its most important aspect is sociological," he says, and he asks if the good to be gained to the public by putting the victim and his family on a more self-sustaining basis is outweighed by the harm involved in contracting the individual to look to others for this protection.

More Women Run Automobiles And Buy Necessaries

Not so many years ago women were supposed to be incapable of driving or caring for an automobile. Of late years, however, the increasing number of women drivers has been noticeable throughout the country. Not so noticeable, perhaps, has been the increase in the number of women who buy motor oil for the family car. But here, too, women are

fast taking over what used to be considered "a man's job."

Recent investigators in many states are agreed that it is the wife who uses the car during the day while her husband is at work. It is the wife who purchases the supplies for the home, orders groceries, meats, ice, coal, pays the lighting bills, etc. And it is the wife who drives to the filling station during the day to buy gasoline and motor oil. She may use the kind of oil she is told to use by her husband or she may investigate the claims and qualities of various advertised brands herself. This is a subject on which it is

difficult to get a definite answer, investigators say—especially from the women themselves.

In this connection it is interesting to note that one large oil company is alive to the importance of the woman buyer, to judge by advertising. The Tide Water Oil Sales Corporation, marketers of Veedol Motor Oil, has been advertising for some time directly to women as well as men. In magazines of national circulation and in newspapers throughout the country this company has been explaining, in advertisements directed to women, the importance of lubrication.

THAT GOLDEN COLOR MEANS JUST THIS—

That you are not experimenting with an inferior oil—but you are getting a product nationally and favorably known by thousands of motorists. That clear golden colored, free flowing motor oil means just this:

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