

Urges Care in Making Repairs By Side of Road—Prevent Accidents

"With the touring season in full swing throughout the country, motorists should exercise particular caution in making roadside repairs, so as to protect not only themselves but all other users of the highways," says W. R. McDonald, Director of the Oregon State Motor association.

In giving his warning, Mr. McDonald points out that carelessness in stopping for repairs which arise in an emergency is one of the greatest hazards in motoring and one which should not exist if motorists will take steps to eliminate the danger.

"Now that millions of cars are traveling the highways up and down the nation, the frequency of stopping for roadside repairs, naturally, is greater," declares Mr. McDonald. "This occurs usually in an emergency which demands that the work must be done at once in order to proceed. A puncture should be remedied where it happens if at all possible, since driving on the flat tire causes considerable damage to it. Mechanical troubles likewise are of an emergency character. There is no question the necessity for the repairs, but they should be made with sufficient caution."

"The first thing to do is to get the car altogether off the road or as far off as practicable. The danger of working alongside a

heavily traveled highway is obvious, yet too many persons are negligent in this respect. The next step is to see that the car itself is properly placed. If on even a slight grade, a good-sized stone should be placed behind the front or rear wheels so that the car will not move unexpectedly. This advice may sound elementary, yet accident from its disregard show that it is honored too often in the breach rather than in the observance.

"Care in parking to make repairs by the side of a road is doubly a safety measure. First of all, it is a protection to the motorist who has had the misfortune of having to stop for them, and, for that reason, he should be cautious. But beyond that, caution is a protection for all other traffic, for a car jutting into the roadway is almost certain to create a dangerous obstacle for passing cars. On many highways it means that two lines of traffic can not move, and a head-on collision is almost inevitable.

"Bearing these factors in mind, no motorist can afford to be careless."

Secretary Work says "protection" is the big issue in this presidential campaign. We thought most of the bootleggers already were a pretty well taken care of.

KIDNAPED, THEY'LL RETURN



Despite their capture and imprisonment for 15 days by Mexican bandits seeking a ransom, J. F. Hooper (left), of Boston, Cal., and W. H. Mitchell, Los Angeles, have declared their intention of returning to their mining properties in the state of Zacatecas, Mexico. Picture was taken at Guadalajara, where the men rested after their experiences as captives of 60 bandits.

World Flight Is Goal of War Ace And Bride—Leave Houston Aug. 12

HOUSTON, Tex. (AP)—Capt. Jean Francois de Villard, French ace of the world war, and his American bride of less than a year hope to complete their honeymoon by flying around the world.

Setting out from Houston Aug. 12 with two companions in a three-motored monoplane, they hope to reach Crescent City, Cal., and then attempt a non-stop flight of 5,190 miles to Tokyo. They plan to celebrate the first wedding anniversary, Aug. 18, in the Japanese capital as the heroes of a victorious race against perils of air and sea over a route exceeding by 1500 miles the distance Col. Charles A. Lindbergh traveled from New York to Paris.

The winged ship, to be christened "City of Houston, Star of the West" will carry the American flag. Although the builder and skipper of this craft learned flying from Louis Bleriot, the famous French aviation pioneer, and later, while serving under the tri-color, brought down four German planes, he is a citizen of the United States. He was born in America—at Fordyce, Ark.—but he has spent a large part of his 36 years in France. He has been flying since the age of 18.

Captain and Mrs. de Villard will take along a co-pilot and a radio operator. Rex Smith, of Los Angeles, will be the co-pilot.

Spanning of the Pacific at one hop—something that has never been attempted—is the special purpose for which de Villard built his monoplane. The craft is a giant. It has a wing spread of 90 feet and weighs eight tons when loaded. The plane, which is 12½ feet high, has a cruising speed of 90 miles an hour. It has made several test flights with maximum loads and recently brought the de Villards from Hollywood to Houston on a non-stop flight.

Its gasoline capacity is 1750 gallons. de Villard, figuring that the one Wright and two Anzani motors will use 24 gallons an hour, explains he will leave California with a fuel supply sufficient for 74 hours of flying. He expects to cross the Pacific in 56 hours.

From Tokyo de Villard plans to proceed by easy stages over Asia and Europe to Paris. Then he will continue westward over the Atlantic with New York or Washington as the goal, from which he hopes to make the final jump to Houston.

"We don't know when we will come back to the United States," Mrs. de Villard says. "But I am sure Jean will get to Tokyo by Aug. 15, our anniversary."

The aviator's wife, born in Milwaukee 23 years ago, reveals her German ancestry with light hair and blue eyes. She is a little woman, only five feet and two inches

tall. She and the captain were married in Hollywood, where she had taken minor roles in the movies.

de Villard is financing the flight largely with his own funds. To protect his estate against financial disaster in event of failure, he has insured his life for \$150,000 and arranged for \$25,000 additional insurance on the lives of each of his three passengers.

"But there's no question that I will make it," he declares confidently.

Studebaker And Erskine Demand Shows Increase

SOUTH BEND, Ind., July 28—Retail deliveries of Studebaker and Erskine cars have increased from 40 to 50 per cent since the introduction of the new models two weeks ago, according to a statement made today by Paul G. Hoffman, vice president of the Studebaker Corporation of America. Mr. Hoffman bases his statement on reports received from dealers throughout the country.

"In my opinion," says the Studebaker official, "the new Studebaker and Erskine cars introduced this month have been accorded the most enthusiastic public reception of any models in the history of the company. Our record of 19 consecutive months of sales increases seems sure to be changed to 21 months of gains when the July sales are completed."

Studebaker's steadily increasing sales have been due in part to the increase of volume in the President and Erskine six lines. During the first six months of the year, sales of the President eight more than tripled President sales of the same period last year. Sales of the Erskine six during the first half of the year exceeded the entire 12 months of 1927. Orders received from dealers since the introduction of the new models indicate that the new President eight sedan at \$1655 will be an even greater leader than anticipated.

One dollar a day was the average cost to the average American of the average car in 1927, according to information just received by the Oregon State Motor association, the figure being based on operating and maintenance charges of \$229 and depreciation of \$126.

Wheat Crops Of Northwest Take More Big Trucks

Development of truck transportation throughout the wheat belt of the northwest is reflected by this year's record-breaking demand for new trucks to handle the crops reported in Kansas, Nebraska, Minnesota, the Dakotas and the northwest.

That farmers are alert to the value of multiplying facilities by automotive transport is indicated by figures announced by Dodge Brothers, Inc., showing that June retail deliveries of Graham Brothers trucks were 40 per cent ahead of any month within the last seven years in the Kansas City district. As the wheat crop develops in the northwestern states new records are expected to be set in July.

Pointing out that latest figures indicate almost half a million trucks, or 20 per cent of all trucks registered, are in use on American farms, Howard E. Sneathen, director of Dodge Brothers commercial car and truck sales, cited the economy and dependability of trucks as the chief factor in agricultural activities.

"We have a record of an Oregon farmer whose Graham Brothers truck hauled 50,000 sacks of wheat during the 1927 harvest," said Mr. Sneathen, "and here is a Vermont farmer whose truck has covered 70,000 miles and, quoting him, 'is practically as good as new.'"

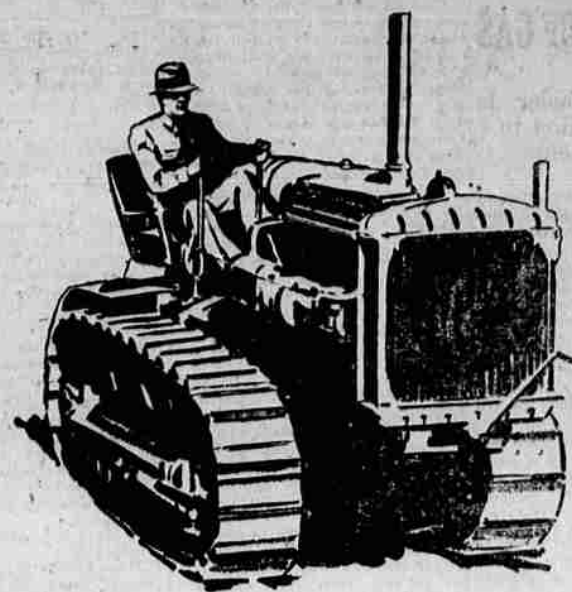
"Many western farms are maintaining fleets of from 10 to 15 trucks, constantly increasing their numbers after experience with money-making possibilities of truck shipments. Bodies such as the farm box, stock rack, stake, express and screen are in widest use for farm work. Such types are available on several different chassis sizes."

CLOSE GOLF COURSES SO THAT MEMBERS MAY VOTE

NEW YORK, July 28 (AP)—The suggestion of Herbert W. Stratus, president of the republican business men, Inc., that golf clubs close for a few hours on election day in November as a reminder to their members to vote is meeting a ready response, he says. His letter, containing the suggestion, has been taken under advisement by several clubs, replied to him say, with indications of favorable action.

The navy is investigating to find out whether or not married sailors should receive more pay than single ones. It is perfectly obvious they should—being more skilled in the way of battle.

In the recent report of a committee investigating New York speakeasies, six night clubs were found to be decent places. The names of these have been made public so visitors can avoid them.



Extra Hours! Extra Dollars!

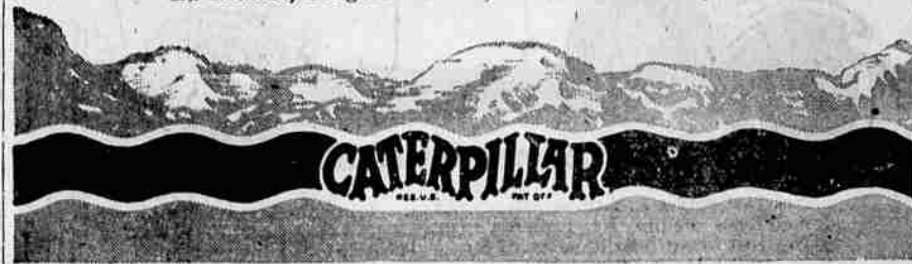
There are many times when extra hours in the field mean many extra dollars saved and earned—when moisture should be conserved, or weeds controlled, when early planting means extra yields, or when you must beat bad weather in harvest.

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Game Warden



NEA San Francisco Bureau Mrs. Walter B. Sellmer is California's first and only woman game warden. She is an active member of the state game protective body and since last November has made 13 arrests; convictions being obtained in each case. Her home is at San Anselmo.

NASH

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