

CAMPAIGN AIMED AT HIT-RUN CAR

Two Deaths Caused in Portland During Past Year by Non-stoppers

Two deaths occurred in the city of Portland during the past year due to "hit-and-run" drivers in spite of the fact that numerous rewards have been paid for the apprehension of "hit-and-run" drivers in the past.

There have been nearly 200 "hit-and-run" drivers apprehended and approximately \$12,000 paid out in rewards for their apprehension since the A. A. A. motor clubs inaugurated this policy, according to Dr. E. B. McDaniel, president of the Oregon State Motor association, which is affiliated with the American Automobile association.

Dr. McDaniel said that rewards have been paid out by 47 A. A. A. motor clubs and approximately \$1,000 is now pending, basing his statement on figures received from the research department of the national motoring body.

"Significant of the interest aroused by this campaign," he continued, "is the report from one western motor club to the effect that the reward was refused in four instances by those catching 'hit-and-run' drivers." Dr. McDaniel continued:

"The extent to which a thoroughly awakened public opinion can help to bring about the conviction of this type of criminal is proven by the greatly increased number of arrests in cities and states where A. A. A. motor clubs have offered a money reward to persons coming forward with authentic evidence.

"Many examples of the success of the move can be cited. For example, Detroit, in 1926, had a fatality list of 292, but only 7 convictions were secured. On February 22, 1927, the Detroit Automobile Club offered an award of \$100 to any person living within the corporate limits of Detroit, who gave evidence resulting in the conviction of a 'hit-and-run' driver, who had caused a fatality or a serious injury.

"In the ensuing 5 months, the Detroit courts secured the conviction of 38 'hit-and-run' drivers, or more than 5 times the number secured in 1926."

A Christmas day service will be held at the Lutheran church at 10:20 a. m.

MANUFACTURER OF AUTO REAL RADIO BACKER

DETROIT, (AP)—Henry H. Joy, banker, automobile manufacturer, soldier and ardent supporter of good roads, is an enthusiastic radio amateur.

Joy, who started life as a \$15 a week clerk, brought the Packard Motor Car Company to Detroit in the infant days of the automobile industry, and sold Selfridge Field, the army air base near Mt. Clemens, to the government, spends many evenings in his laboratory talking with amateurs throughout the United States and foreign lands.

Mr. Joy has been licensed as an advanced experimenter by the government and is ever experimenting. He has a station on his private yacht as well as at his summer home at Watch Hill, R. I., and his town home at Grosse Pointe Farms, Detroit suburb.

Radio has been his hobby since his retirement from active business.

NEW BIRTH RATE RECORD

BARGA, Italy (AP)—Mussolini's motto, "Numbers Make Strength," is lived up to by this township of 11,905 inhabitants.

There is one family here with 18 children living, another with 16, another with 15, while there are two that muster 14 each. No less than seven families have 13 offspring, and 21 can turn out an even dozen children at family roll-call.

Thirty-five families have 11 each. Seventy-three can account for ten. Eighty-three have nine youngsters. 107 show eight each and 169 couples have seven children to their credit.

Barga's population jumped by 1,447 units in the past year.

ENDURANCE CONCERTS

SAO PAULO, Brazil (AP)—Singing marathons have replaced endurance dancing as the popular fad of novelty-loving Sao Paulo.

Caruzinho Paulista has challenged Mario Pinheiro to a singing contest which, it is estimated, will last 15 hours. The rules say that both must sing the same music, take two minutes rest each hour, change their tune every 10 minutes and agree not to use strengthening drugs.

Fatigue is a major accident hazard and a study of city traffic shows that danger increases as the day continues, according to the Oregon State Motor association.

NEW PLAN CUTS CONGESTION



The Hutchinson River Parkway (lower left) in Westchester county, New York, providing a four-lane highway for passenger automobiles, has solved a suburban traffic problem common to American cities by insuring a steady flow of traffic at 35 miles an hour. Intersecting roads and railways are sent across the parkway on arched bridges (above). V. Everett Macy, president of the Westchester County Park Commission (lower right), led the movement for construction of the roadway.

Auto Industry Leader, 85, Faces Legal Battle on Fords Cheerfully

DETROIT, (AP)—"Troubles that might upset you at 25 roll off your back at 75."

Such is the philosophy, briefly of Henry M. Leland, 85-year-old founder of the automobile industry, who, nearing his eighty-sixth birthday, still is active and primed for a court battle that would discourage a much younger man. It is a battle with a lifelong friend, Henry Ford, over the disposition of the Lincoln Motor Car company, which the Ford interests in 1922 bought at a receiver's sale for \$5,000,000.

Leland introduced to the automobile industry storage battery ignition, electric lighting, electric starting and thermostatic control of engine temperatures.

Quantity production of the Liberty motor during the war was probably Leland's outstanding achievement.

Recalls Long Hours. "I used to spend 16 to 18 hours a day at the plant while we were making those engines," he says, "but it was no hardship. I felt we were doing a real service and work is the best fun I have."

A sidelight on Leland's attitude toward work and play was given in the statement of a biographer who said that Leland was not keen about fishing because "the fish wouldn't bite when he wanted them to, and he wouldn't wait for them."

Leland began making his own way as a machinist's apprentice in 1859, made tools for a rifle manufacturer during the civil war, invented the modern hair clippers, went into the manufacturing of gears and transmissions and found himself identified with the automobile business almost at its beginning when he contributed to produce transmissions for the one-cylinder car designed by Ransom B. Olds.

His aided in organizing the Cadillac Automobile company in 1909, and after that company was taken over by General Motors, Leland came out with his Lincoln Motor Car company. It was while head of the Cadillac company that Leland introduced electric lighting, starting and storage battery ignition.

The impending court battle over the sale of the Lincoln Motors in 1922 will find father and son arrayed against father and son—Henry M. and Wilfred C. Leland against Henry and Edsel Ford.

The Leland charge that the Fords broke faith with nearly 2,000 stockholders of the old Lincoln company, buying \$5,000,000 during the litigation when the Fords failed to keep a verbal agreement to buy the outstanding stock of the active stockholders in the company then in receivership.

Henry Leland has his office on the twenty-second floor of the Dime Bank building in Detroit. On his eightieth birthday he walked up the 422 steps from the street to his office.



HENRY M. LELAND

WORK TRACTORS ON DOUBLE-TIME

Thousands of Farmers Getting Extra Value Out of Their Machinery

WASHINGTON, (AP)—By working their tractors night and day during the "peak" season, thousands of farmers are getting double the value out of their machinery and, economists say, leading toward the restoration of profits in agriculture.

The idea developed on the Pacific coast, where 23-hour days for one tractor and two operators have been common for years. This year agricultural engineers have seen the practice spread to the grain belts of the middle west, where both the seeding and harvesting seasons have been speeded.

Under the glare of convenient spotlights tractors roar through the night, bringing their work year up to from 2,000 to 5,000 hours. The average American tractor or work year of 400 hours has been multiplied by five and 12 80 frequently that it no longer is remarkable.

In the Imperial Valley of California, where cantaloupes and head lettuce are grown so efficiently, the big track-laying tractors run for months on capacity hour schedules in spite of 120-degree temperatures, clouds of dust, and desert winds.

FINANCE CARRIES HEAVY YEARLY PENSION BURDEN

PARIS (AP)—The French government will pay out about \$200,000,000 in pensions next year to 5,120,000 ex-service men, orphans and other dependent relatives.

Sixteen per cent of the applications have been rejected. They number 856,000. Payments ran from 500 francs to 19,125 francs yearly.

The way to get the best of an argument is not to take part in it. He that gets, he gets. "I'm a bit embarrassed; you see, it's the first time I ever was 88."

14 KILLED IN AUTO WRECKS DURING MONTH

RALEIGH, Ore., Dec. 20 (AP)—Fourteen persons were killed and 489 injured in Oregon by traffic accidents during November, says the monthly report of V. A. Maffety, chief state traffic inspector. The total number of accidents reported was 2067.

Fines imposed for traffic law violations totaled \$267,855, and fees collected by traffic officers \$292,790. Stolen cars recovered had a resale value of \$16,150.

Hand of Trained Artist Molding Auto Outlines

That the hands of trained artists are today molding the outlines of cars, choosing their color schemes and fashioning their interior decorations is one of the lasting impressions remaining with those who visited the National Automobile Salon in New York.

The artistry was particularly apparent in the choice of colors and in the luxuriance of interior furnishings.

In the sport models there was a vigorous, even daring, use of strong colors, in most cases combined with a sure mastery of technique. In the more formal body styles, colors were rich and subtle. But even here the most severe body colors were frequently offset with a splash of brightness in crimson, terra cotta or yellow.

The luxuriance of the interiors again emphasized the genuine artistic worth of these latest creations of the world's leading car-makers.

Moderate art was exemplified in a transformable town cabriolet by Fleetwood on the Cadillac chassis, wherein every detail of its styling and finish reflected the vigor and daring of modern art treatment. Another Fleetwood, the all-weather phaeton, was a color study which attracted universal attention and approval.

Art has the faculty of being just exactly as naughty as the observer feels it is.

DeSoto Six In Test Run Along Pacific Coast

In a test run from Los Angeles to Seattle in a stock model DeSoto six sedan, Eddie Pullen, former race driver, traveled 1292 miles in 24 hours, making an average speed of 53 1/2 miles per hour, he told factory officials.

The trip was made primarily to see how the Chrysler-built DeSoto would perform at high speed over a long period of time with varying road conditions. The telegram from Pullen stated:

"I left Los Angeles in my DeSoto six sedan Friday at 4 a. m. and arrived in Seattle Saturday at 6 p. m., stopping four hours for eating and sleeping. The car averaged 53 miles per hour and gave 19 miles to the gallon of gasoline. I used but one quart of oil. The record I consider marvelous for a strictly stock automobile."

Pullen was not trying to establish a new Los Angeles-Seattle road record, but wanted to know how the car would perform on such a long trip, he explained. The sedan was from the stock of a Los Angeles DeSoto six dealer. Before starting, the car was checked and oil changed, but no other special preparations made.

Pullen obeyed the speed laws in the many towns and cities traversed which naturally cut down the running time, but the car had to run long distances at better than a mile a minute to make its high average speed.

No mechanical trouble was reported, not even a puncture, and the only time lost on the journey was when Pullen stopped to get fuel, eat and take some naps.

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