

THIEVES FAR AHEAD OF POLICE FORCES

Stolen Cars Keeping Pace With Production.

PORTLAND LOSES FEWER

Courts Are Blamed for Increase in Crime Since Punishment Is Seldom Given, It Is Said.

ST. LOUIS, Mo., July 15.—Automobile thefts seem to keep right along with automobile production, according to statistics of 28 "index" cities for which complete four-year figures have been kept by the National Automobile Dealers' association.

These 28 cities show that 37,354 motor vehicles were stolen in 1929 and 21,273 recovered. The number unrecovered was 40 per cent of the total, the highest noted in the four years, indicating that the thieves are not only keeping abreast of the production but forging ahead of the police departments and the legislative bodies in means devised to safeguard the owner.

New York Leads List.

A summary of the four-year figures for the 28 cities follows:

New York again leads the list with total number stolen, 6,508. Chicago is a close second with 6,759. Chicago recovered, 4,428, however, were greatly in excess of the recoveries in New York, 3,421. Twelve of the cities showed a greater number stolen in 1931 than in 1929. Cleveland, Portland, Or., Seattle, Salt Lake, Columbus, Ind., Pa., and Richmond, Va., showed fewer thefts in 1931 than in 1929.

The greatest handicap under which the police are laboring in the recovery of stolen vehicles, according to C. A. Vane, general manager of the association, "is the lax enforcement of laws to punish the vehicle thieves. Courts are unduly lenient with this class of offenders. Charges are continued against such law-breakers until the patience of the witnesses is exhausted, finally resulting in dismissals and no prosecution."

A tendency was also noted during the 1931 depression for owners of insured vehicles to conspire for the disappearance of the vehicles in order to collect the insurance. Numerous cities over the country reported the recovery of motor cars from quarries, pits and rivers, that had been reported stolen and that the police declare were clearly disposed of with the connivance of the owner.

The detailed four-year record for the 28 cities follows:

City	1928	1929	1930	1931
New York	6,508	6,759	6,759	6,759
Chicago	6,759	6,759	6,759	6,759
Detroit	6,759	6,759	6,759	6,759
Cleveland	6,759	6,759	6,759	6,759
Los Angeles	6,759	6,759	6,759	6,759
Kansas City	6,759	6,759	6,759	6,759
Portland, Or.	6,759	6,759	6,759	6,759
Seattle	6,759	6,759	6,759	6,759
Salt Lake	6,759	6,759	6,759	6,759
Columbus, Ind.	6,759	6,759	6,759	6,759
Richmond, Va.	6,759	6,759	6,759	6,759
Albany, N.Y.	6,759	6,759	6,759	6,759
Buffalo	6,759	6,759	6,759	6,759
San Francisco	6,759	6,759	6,759	6,759
St. Louis	6,759	6,759	6,759	6,759
Portland, Me.	6,759	6,759	6,759	6,759
Dayton	6,759	6,759	6,759	6,759
Lowell, Mass.	6,759	6,759	6,759	6,759
Evansville	6,759	6,759	6,759	6,759
Totals	21,273	37,354	30,646	37,354

HUDSON-ESSEX OUTPUT BIG

Production This Year Promises to Surpass Even Year 1929.

The output of the Hudson Motor Car company and Essex Motors one day last week reached the largest number of cars ever made by the companies in their history in a single day—305 Hudson and Essex cars being produced in nine hours.

The largest previous single day's production was on April 7, 1929, when 290 cars were turned out in 10 hours and 30 minutes.

Late in June with less than six months of 1932 gone, Hudson & Essex surpassed their total 1931 production of 27,143, according to word just received from the factory at Detroit by C. L. Boss, of the C. L. Boss automobile, local Hudson-Essex dealer.

"Hudson and Essex are now out to beat their output for their greatest year heretofore—1929," said Mr. Boss. "They plan to do it by early fall. Even after all the cars are produced, officials inform me that the companies' big plant is certain to continue heavy production because of the unprecedented demand for Hudson and Essex cars—particularly the new coach models."

INSPECT TIRES IS ADVICE

Be Sure You Are Well Shod Before Starting on Summer Trip.

"Watch your tires in hot weather and on long runs during the summer months and keep the cover on your spare tire," is the advice given every year by tire manufacturers and is a mighty good suggestion to follow," says a bulletin sent out by the Coast Tire & Rubber company of Oakland.

"Practically every car owner has been educated to the effect of light and heat on tires, yet every touring season hundreds of motorists will exercise painstaking care to ascertain that every part of the car and equipment is in perfect trim. But when it comes to tires they merely

give them a glance and let it go at that.

"When you are preparing for a long trip, particularly during the hot weather, it is a good plan to have your local tire dealer make a thorough inspection of your tires, including the spare tire. Drive around to his place a day or two before you are ready to leave and have him remove and examine your tires, in order to be dead sure that they are in perfect condition throughout.

"You can't always tell the true condition of the tires by merely looking at the wheel. You know how unpleasant it is to have to hunt up a tire dealer when you are touring, and give up your good money for new tires when you thought you were tired for the trip.

"Remember, touring is not like day by day trips out from home and around the city. You encounter bad roads and heat up the tires and you don't take the time to give them attention in the way of small repairs and changes."

NEW HOBO TOURS SANS CAR

Auto Not Necessary, Says Hiker, Who Believes in Free Rides.

SPOKANE, Wash., July 15.—Automobile touring around the country doesn't necessitate a car of your own.

"I believe in free rides," says a hiker who is touring the country.

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AUTO SALE GROWS IN SOUTH AFRICA

Field Expected to Last for Some Years.

STATISTICS ARE CITED

Average of 5046 Machines Sold Annually—One in Every 50 White Owns Car.

BY PERRY J. STEVENSON.

Trade Commissioner at Johannesburg. American manufacturers for some years to come will find an increasing number of prospective buyers.

GIANT LIFE-SAVER IS ON TOUR OF PACIFIC COAST.

A good, big handful of the population of Portland is much more familiar with "Pep-O-Mint Lifesavers" than they ever were before as the result of the visit here last week of the car, a Ford truck, upon which has been built a giant lifesaver 15 feet long and 50 inches in diameter, spent all last year touring the east, and this winter came west by rail to California.

During the spring the car toured that state, and recently came north on a tour of the Pacific northwest. The car is in charge of G. V. Johnson, advertising manager of the Mint Products company of New York, manufacturers of Lifesavers, who, being accompanied on his run through the northwest by Harry Williamson of San Francisco, western manager. Over 22,500 packages of Lifesavers were given away in Portland from the Lifesaver car, Mr. Johnson declared.

own, if you have the requisite quarters here, which has checked through more than a score of "hikers" this season. The prize pick one's car. There is the annoyance, of course, of having continually to refuse lifts in small cars. will ride in any good six-cylinder bus. The great desideratum is a tired-looking back. A hiker who get a really disconcerted expression into his back on the road will invariably stop cars going the same way he is and secure the offer of a lift."

Statistics show that during the five years, 1917-1921, the Union of South Africa (comprising the Transvaal, Orange Free State, Cape Colony and Natal) imported 24,263 motor cars.

recoup his finances at this time, according to tourist head-quarters. Anyone who can motor from Philadelphia to Washington state on \$20 is some economist, you must admit.

After refueling at Wenatchee, Johnston looked over the apices of Seattle, including the Smith cable, and then eased down the Pacific highway to Portland and thence to San Francisco. Here there was a joyful reunion with his father, whom he had not seen in 18 years. After wintering in the Bay City Johnston again felt the wanderlust germ gnawing and he took to the road, with Los Angeles as his destination.

He will leave shortly for the east over the Santa Fe trail.

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