

MAXWELL TOURING SETS HILL RECORD

Tice Hill, Testing Ground for Motorcycles, Conquered By Stock Car

For the first time an automobile has climbed the summit of Tice Hill, the famous testing ground for army motorcycles near Bakersfield, Cal. The car which made the successful ascent was a Maxwell stock touring car carrying five passengers.

"Tice hill has always been regarded as an insurmountable wall to any motor car," says Oscar B. Gingrich, local Maxwell dealer. "It has been a proving ground for motorcycles—and only motorcycles of the greatest power, piloted by the most skillful and daring drivers. No one ever dreamed that any automobile would ever be able to turn the summit. This Maxwell accomplishment is added evidence of the increased power and many improvements made in the Good Maxwell by Chrysler engineers in the past year.

The difficulty of the stunt successfully undertaken by the Maxwell may well be imagined when more is known concerning Tice hill. The average grade is about 50 per cent—almost a wall. It is

865 feet long. It has no roadway—not even wheel tracks to follow. No chains were used and the car carried its standard tire equipment of 5.25 inch balloons. The climb is regarded as the most difficult ever attempted by an automobile.

Union Oil Company Divide Profits With Their Workers

LOS ANGELES, Feb. 14.—Eight hundred and one thousand dollars will be distributed among 6,000 employees of the Union Oil Company of California today, under the company's employees profit sharing plan.

The workers receive a proportion of the net earnings of the company, based on their years of service, salary and the percentage of the company's invested capital which the profits represent. All employees with more than one year's service are eligible. Under the 1924 distribution, employees with service of five years or over receive 9 per cent of their last year's salary; four-year men, eight and one-quarter per cent; three-year, seven and one-half per cent; two-year, five and five-eighths per cent, and one-year men, three and three-quarters per cent.

The profit sharing plan was inaugurated by the Union Oil company in 1916 when 1600 employees received \$160,000. Since that year the company has distributed among its employees approximately \$5,000,000 of its earnings, the total number of profit sharing checks issued during the eight years being 32,005.

Willys-Overland Now Make Two New Lines of Sixes

The Willys-Overland line of cars for 1925 will consist of the Overland 4 and the New Overland Six and the Willys-Knight 4 cylinder cars, and also a Willys-Knight Six in a complete assortment of body styles. The manufacture of the cylinder cars is new to Willys-Overland this year.

The Overland four line this year is constructed of steel throughout. Each body style is of all steel. The price on these cars is low on account of the great quantity production that has been reached.

The New Overland Six is presented in two charming body styles, a Sedan and a Coach. These cars are finished in every detail. The color of the sedan is a two-tone blue gray and presents a very attractive appearance. The Coach is finished in blue and black. The doors are unusually wide and the interior, upholstery and fittings are in keeping with every desire for comfort and durability. The motor in this Six is a 3-inch bore by 4-inch stroke, which insures abundant power. No open bodies are made in this Six, as the day of the open car is swiftly passing.

The Willys Knight fours and sixes embody everything that could be desired in fine motor cars. The general lines of these cars are similar. The Six is presented in six body types. The open models being a touring and roadster; the closed cars are the sedan, brougham, coupe and coupe sedan. No expense has been spared to make this one of the finest cars on the road. The motor in the Willys Knight Six is of the sleeve valve type and is 3 1/4-inch bore and 4 1/2-inch stroke.

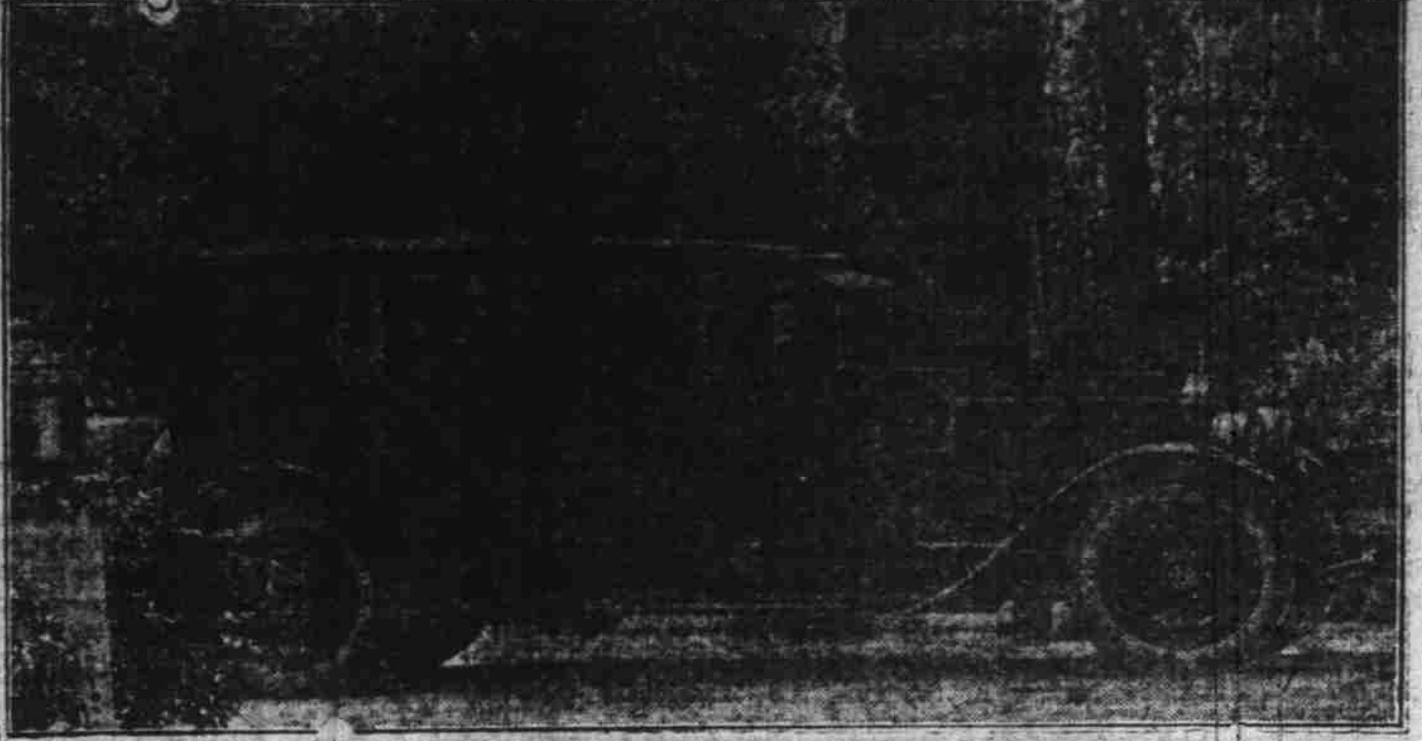
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PACKARD SIX SEDAN



present educational and religious methods, in the opinion of Raymond I. Turney, director of the Los Angeles Crime Commission. He expressed this view at a recent meeting of the Southern California Academy of criminology.

Seven per cent of the inmates of the county jail, Mr. Turney said were college graduates, as against 5 1/2 per cent in ordinary civil life; 12 1/2 per cent of the prisoners had college training; 45 per cent were high school graduates, compared with 25 per cent outside the walls.

All the prisoners agreed, added Mr. Turney, that there had been a lack of moral training and a defect of character-building training in the schools, and that the same thing was true of the religions, a majority of which were represented.

Mr. Turney declared that most of the prisoners concurred in the belief that habitual criminals should not be allowed to bring children into the world. All believed in punishment, he continued, but favored institutions where prisoners could be employed in producing some commodity.

Low Birthrate Menaces Native American Families

URBANA, Ill., Feb. 14.—The size of the American family of native stock in one generation has decreased 38 1/2 per cent, according to R. E. Baber, professor of sociology at the University of Illinois, who added that today the native stock family has less than three children, while it requires four.

under the present mortality and marriage rate, to replace the stock without increase.

"It is not necessarily a tragedy that much of our native stock is dying out and that our increase comes wholly from foreign stock, for foreign is certainly not synonymous with inferior," said the professor. "Yet few will admit the desirability of such rapid replacement of our native stock, for it contains some of our most precious population elements. When we see 13 per cent of our native families childless, and 18 per cent more with only one child each, it seems to be significant."

Turning to the educational side of the situation, Professor Baber declared "far too many of our educated people either sidestep marriage or marry too late in life to have a family. From one half to three-fifths of our best educated women are having no share in producing the next generation, due either to non-marriage or childless marriage."

The reason there is no fool like an old fool is because the young ones haven't had as much experience.

Liberty to do as you wish carries the restraint of wishing to do as you should.

MOTOR TRIPS ABROAD The Most Famous Cathedral FOURTH OF A SERIES OF TRAVEL TALKS

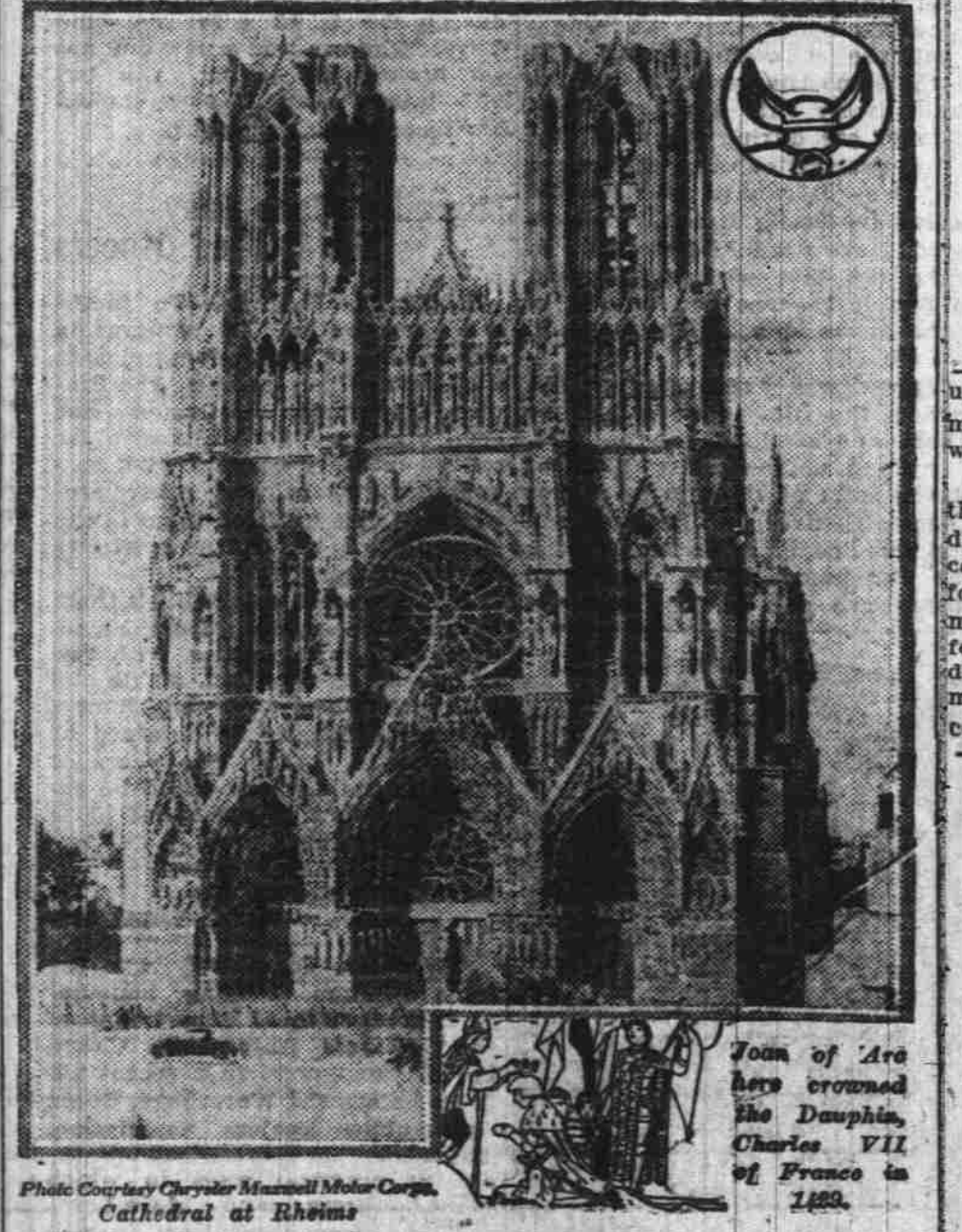


Photo Courtesy Chrysler Maxwell Motor Corp. Cathedral at Rheims

It is getting increasingly common for American motorists to travel from Brussels to Paris by motor through the battle area of Belgium and France. The roads are excellent and the points of interest innumerable.

The most interesting route is to go from Brussels to Louvain where may be seen the famous Cathedral Church of St. Pierre and the Hotel de Ville, dating from 1448, an exquisite specimen of 15th Century Gothic. During the world war the Cathedral withstood a German bombardment every day for four years and one month.

From Louvain the route follows to Namur where is the famous Cathedral of St. Aubin which dates from 1751. Then come Dinant, Givet, Rocroi, Bethel and finally the famous city of Rheims. In few cities is it possible to see today what war actually meant to a peaceful city.

Travelling from Brussels to Paris by motor it is a good plan to spend a night at Rheims and then in the morning proceed to such historic places as Chateau Thierry and Meaux. Paris can be reached easily by dinner time.

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under the present mortality and marriage rate, to replace the stock without increase.

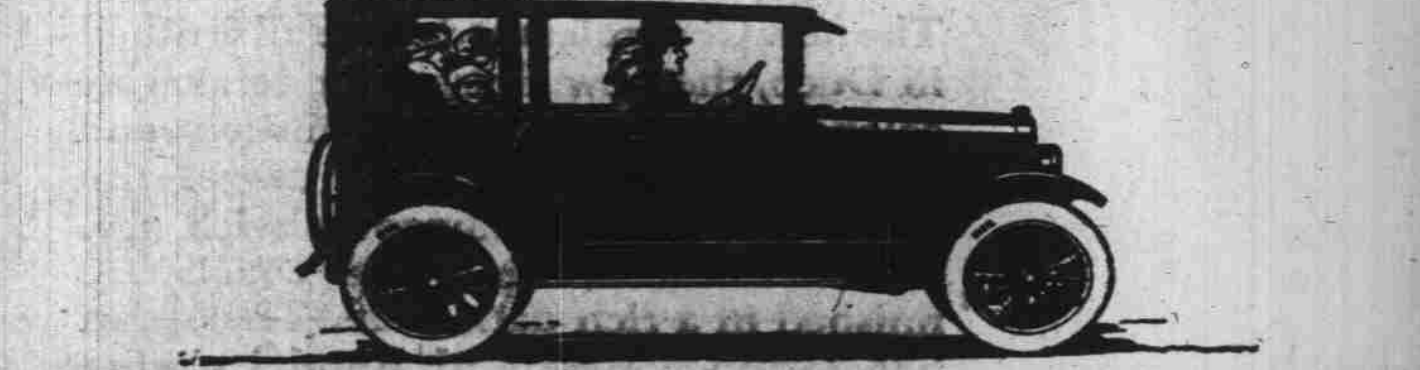
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Schools and Religion Fail To Keep Men Out of Jail

LOS ANGELES, Feb. 14.—Surveys among prisoners in the Los Angeles county jail indicate that there is something wrong with