

Federal Prisoner Conducts Radio Sunday School Class

ATLANTA.—Ben Gibbons, a prisoner at the Atlanta Federal Penitentiary, has been elected president of a radio Sunday school class organized by the Baptist tabernacle here.

Everyone listens in to the program of the Agoga class of the

tabernacle has been enrolled as a member of the radio class.

Gibbons is said to have been converted to Christianity by listening in to the Agoga programs over the radio. He is a patient in the prison hospital.

Morgan Blaks, sports editor of the Atlanta Journal, is teacher of the class and the programs are broadcast over WSB.

MOTOR CARS DEFY ANDES MOUNTAINS

Driving Over Rough, Narrow Roads of Peru is Severe Test on Cars

Motoring over the rough, narrow roads of the Andes Mountains in Peru is a severe test for driver and vehicle, but the use of cars is steadily gaining.

In this country little known to the average person, improved roads are almost entirely absent. In their stead there are mostly rocky, narrow trails which wind sharply around the mountains with treacherous declivities yawning on all sides.

It was of this section that Francis J. Day, of the Peruvian Autos Ltda., Lima, dealer in Dodge Brothers vehicles, who recently visited Detroit, told of some of the hazards with which drivers have to contend.

The sturdiness of Dodge Brothers Motor Cars and Graham Brothers Trucks, which is necessary to negotiate these hazardous trails, has won for them the admiration of all business men and motorists of the country, said Mr. Day.

Mr. Day told of one road which rises to an altitude of 14,000 feet above sea level and then drops to 4000 feet in the course of 80 miles. Over this road, he said, 95% of the vehicles used are Dodge Brothers Motor Cars and Graham Brothers Trucks.

One asks how the Peruvians control travel over these narrow trails when traffic might wish to go in both directions at the same time. They have devised a quaint system of rules to prevent collisions. Traffic originating in the upper reaches of the Andes, say Lima, is permitted to move down only on Tuesday, Thursday and Saturday of each week. Traffic from the lower reaches is allowed to move upward only on Monday, Wednesday and Friday.

"The Peruvian government is alive to the need of improved roads," said Mr. Day, "but instead of spending vast sums of money in intricate engineering feats to cut such roads through and

around the Andes range, the officials have been content with opening such trails as will permit easier and more frequent motor vehicle traffic.

"As an example of this road, or trail building," Mr. Day said, "at the head waters of the Amazon river, high in the Andes range, the government has begun the cutting of trails from the old town of Iquitos, formerly famed as one of the big plantation rubber centers of the country. At this point where the road engineers and natives are at work there is but one motor vehicle in use in the entire section and that is a Graham Brothers truck."

Iquitos, related Mr. Day, is now a village of but 6000 inhabitants, but through revival of the rubber industry due to increased selling prices it is becoming a factor again in the commercial life of the country.

A limitation of all weight that may cross the suspension bridges, the only type used, is placed on all vehicles. For this reason the Dodge Brothers vehicles have been found most suitable for the transportation to the natives.

"Peru is rapidly showing the effects of increased capital from the United States. The North Americans are exhibiting more energy than the Europeans who formerly occupied dominant financial control of Peru and other South American countries. United States products are supplanting British made goods in a large measure," said Mr. Day.

"United States capital controls the largest vanadium mines in the world which are located high in the Andes range of Peru. This valuable ore enters widely into the manufacture of high grade steel of which Dodge Brothers, Inc., is a large consumer. The vanadium is mined 20,000 feet above sea level; it is brought out of the shafts in small bags which are placed on the backs of llamas which tread slowly down the narrow mountain trails to a lake where the bags are placed on a barge and ferried across to the opposite shore. The bags then are loaded on freight cars of a fine standard gauge railroad which carries it down to tide water at Callao, from whence it is shipped aboard vessels northward to United States ports.

"Peru has a wide variety of climate. In the tropical sections the finest long staple cotton in the world is produced. This cotton is exported to the United States for the manufacture of fibre cord automobile tires. Other agricultural products include coffee and sugar cane. Mining is the principal industry of the country, gold, silver and copper being produced in large quantities."

Mr. Day who is an electrical engineer, was born in London, England. Seven years ago he went out to Peru with his wife and family to engage at his profession. Two years ago he saw the increasing demand for motor vehicles in that country and obtained a franchise for handling Dodge Brothers vehicles. Results to date indicate the wisdom of his selection, for there are now in operation hundreds of these cars.

O. Henry Memorial Prize Awarded to Julian Street

NEW YORK.—The Society of Arts and Sciences announces that Julian Street is the winner of the O. Henry Memorial prize of \$500 for the best short story by an American writer published in an American magazine during 1925.

The story for which the prize is awarded was "Mr. Bisbee's Princess," and which will head the contents of the 1925 volume of O. Henry memorial award prize stories, which Doubleday Page and company will soon publish.

Tying with "Mr. Bisbee's Princess" for first prize was Wilbur Daniel Steele's "The Man Who Saw Through Heaven," but Mr. Steele has won two prizes from the society, he was barred from the money award. The second prize of \$250 goes to Wythe Williams for his "Splendid With Swords." Mary Austin's "Papa-go Wedding" took the prize of \$100 for the best brief story.

Ten Thousand Air Bandits Annoying Osaka Broadcast

OSAKA.—In Japan "stealing the air" is now a misdemeanor and one that is causing much annoyance to radio broadcasting companies. One company in Osaka has estimated there were 10,000 "radio robbers" stealing its program.

Every radio set in Japan is supposed to be listed with the government and the broadcasting companies are permitted to charge a small fee for their programs. This charge averages around two yen a month. That many thousands of radio users are escaping this fee is the belief of the authorities who have started a campaign to weed out the "robbers."

OLD CATALOGUE IS INTERESTING BOOK

Pamphlet, Dated 1908, Describes Operation of Old Model T Ford

A worn and tattered Ford car catalogue bearing the date of 1908, now in the archives of the Ford Motor company, is a mighty impressive piece of literature. Not only does it graphically illustrate the infant stage of the world's greatest industry, but also furnishes some interesting comparisons with a number of features of automotive engineering often quoted as new developments.

Back in 1908, the question of from which side the car should be controlled was regarded as of little importance. Henry Ford, however, recognized the fact that when automobiles became as popular as he intended to make them, safety in traffic would be greatly increased by the left hand drive. So, with the advent of the Model T, Mr. Ford pioneered the move to popularize this type of control. As the number of automobiles followed his precedent until within a few years virtually every car made in America was left hand drive.

The torque tube drive, now one of the outstanding construction features of many of the finest American and European automobiles was invented by Henry Ford and applied to the first Model T in 1908.

The principle of three point suspension, now practically universally recognized, made its first appearance on a Ford car in 1903 and was included in the specifications of the Model T.

The Multiple disc clutch is frequently quoted as a "new improvement," yet a multiple disc clutch constantly bathed in oil was one of the features of the 1908 Model T.

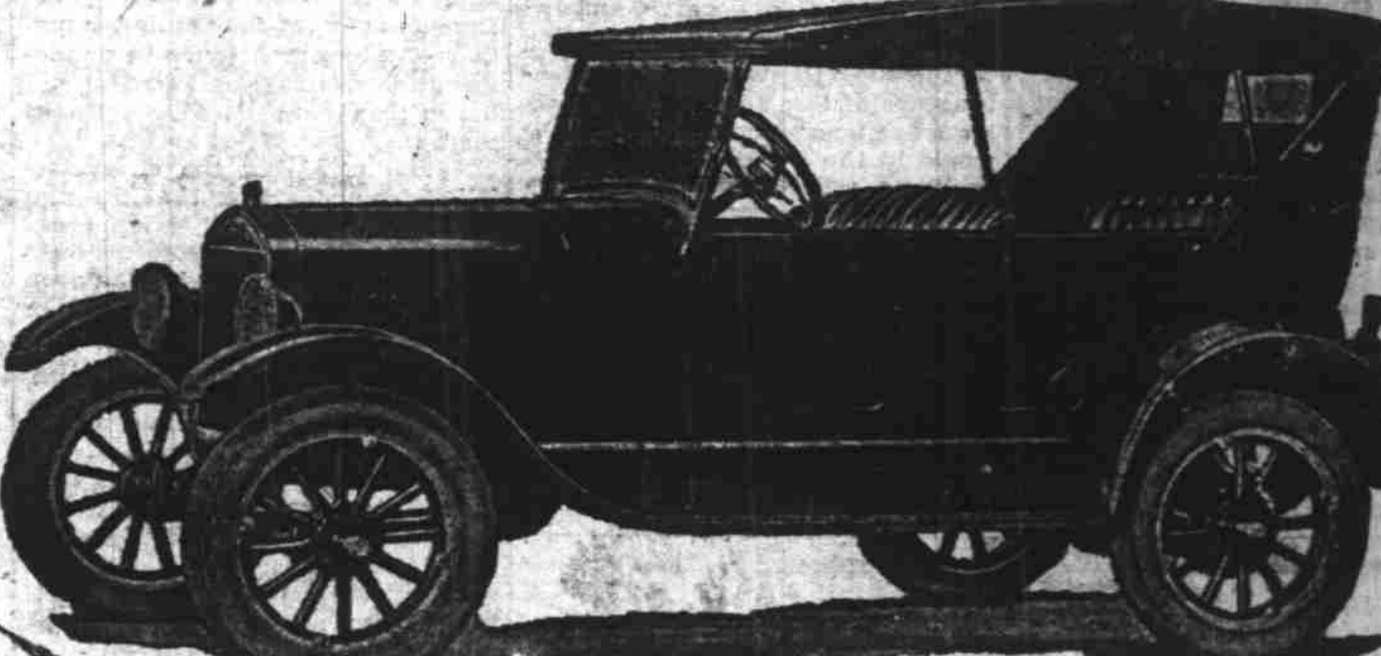
In a recent statement, the company reviews the 18 years of manufacture since the adoption of the Model T chassis; "since 1908

many of the basic principles of Ford car construction have been adopted by the industry generally. For 18 years, the engineering division of the company has been con-

stantly striving to improve Ford cars and the industry has been striving to better the features it has taken from Ford cars. It is a significant fact that while num-

erous refinements have been effected in Ford cars in that period, neither the company nor the industry has evolved any improvement upon these basic principles."

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Government tax reduction of two per cent allowed in all Oldsmobile purchases from February (except south to March twenty-eight inclusive).



COACH \$1231
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The car illustrated is the De Luxe Coach \$1231

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