

ART TWO

PAGE BOASTS INNOVATIONS

Those motorists who keenly inspect the new creations in automobiles to discover innovations that may mark the beginning of new "trends," found much to interest them in the 1929 Graham-Faigo models, just introduced.

Hailed as the first all-adjustable automobile, because the rest seats, front seats, brake pedals, clutch pedals, and steering columns may be set in a wide variety of positions to fit the physical characteristics of the driver and passengers, the new Graham-Faigo may mark the beginning of a trend toward the acme of riding comfort.

"The universal adjustability," said Edward S. Watko, of the Birmingham Motor Sales, Graham-Faigo representatives, in this country, "evidently has appealed widely to motor car owners, for it has attracted more interest and inquiries than any other feature of the new cars. The adjustments permit every Graham-Faigo owner to attain the comfort that in the past has been obtainable only in a custom body built to suit the owner's measurements. In fact, this all-around adjustability is even better than a custom-built body because the positions of seats, pedals, and steering wheel are not permanently fixed, but can be altered quickly to suit the needs of different drivers and passengers who may use the car at various times.

OAKLAND USAGE DOUBLES, CLAIM

The fact that the number of prominent American companies using fleets of Oakland and Pontiac Sixes more than doubled during the first six months of this year offers the ultimate proof of "low cost per mile" in these two automobiles according to W. L. Shaffer, manager of fleet sales for the Oakland Motor Car Company.

"The average private owner possesses only a very hazy idea as to his cost per mile," said Mr. Shaffer. "If he seems to be visiting the gas station or the service station too frequently he develops a vague notion that his operating costs may be high. But he doesn't know."

"The real information on this subject usually is obtained only by the major companies, which operate fleets of from one hundred to four or five hundred cars. Spending as many do, a half million dollars or more annually, it pays them to get the facts on the cost of transporting their men about the country. Many of them break the cost per mile down to one-tenth of a cent and save money by the knowledge so gained."

"On the basis of the facts obtained in this manner, fleet owners during the first half of this year purchased fifty-four per cent more Oakland and Pontiac Sixes than they bought during the corresponding period of 1928."

"This is a hard world," said Timothy. "It is that!" said Michael, "and I think so the more every time I put me pick in it."—U. P. Magazine.

Mixes Army Discipline And Country Training To Curb Lawlessness



Chief JOHN L. MILES

By Central Press.
Kansas City, Mo.—Belittled by his critics as a "hick marshal," Maj. John L. Miles has mixed a little army discipline and country training to give this city of 400,000 souls a taste of law enforcement that is the talk of police stations from coast to coast.

Before Major Miles took office as chief he had been sheriff of Jackson county and generally had been recognized as a "small town" officer chiefly because his home was in Independence, Mo., a community 15 miles out in the country.

Suggests Forgetting Politics.
Miles was named chief last March when the old police board went out and Gov. Henry S. Caulrod, now governor of Missouri, named new commissioners for Kansas City. The governor selected Bert S. Kimbrell and Russell Field as commissioners and suggested they forget politics. The selection of the commissioner was against the wishes of the Republican machine of Kansas City, as was the subsequent selection of Miles as chief.

When Miles took office there must have been 300 saloons doing business, for five months after he had been in command one near being distributing company complained it had lost 300 customers since the new police regime. Actual police figures show 196 speakeasies closed their doors on orders of the new chief. The other 104 are said to have folded up in face of strict enforcement of the dry law by that unboastful agency—the police department.

Major Miles came out of the World war with the reputation of a stern taskmaster, but one who would hold out to the limit in behalf of his men. That attitude is summed up by Wallace Cameron, who was secretary to Miles as sheriff and now is his chief aide. "The major can hawl you out like the worst of them," explains Cameron, "but no other officer in France ever got away with saying a harsh word to a trooper under Miles' command."

If the men know their job and understand they must do it," asserts Chief Miles, "they will do it and do it right."

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Crime Disappearing.
When Miles took office it was agreed by "both political factions in the city that law enforcement was at a low ebb. The backwash of the hectic days of the Republican national convention of June, 1928, had left its mark. The most open sign of law violation was the speakeasy, and it was the first to go. But with the bar and its speakeasy beer have gone gambling houses and all varieties of vice.

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One of Chief Miles' first steps was to meet the challenge of the bank bandit. Numerous holdups had placed the Kansas City burglary and holdup insurance at the top of the scale. To combat this menace, Miles installed branch offices throughout the downtown district where headquarters could dispatch two patrolmen on a second's notice. The result of this has been to prevent major holdups since March.

"Can the 'Talkies' compete successfully with the theatres?" asks a writer. What the "Talkies" really have to compete with is the audience.—Humorist.

A debutante tells us she bought a trousseau, and then decided that she had so many beautiful clothes it was foolish to get married.—Life.

Postmaster Resigns



Major William B. Minsner, postmaster of Wilkes-Barre, Pa., has astounded fellow members of the National Association of Postmasters, of which he is secretary, by resigning. He leaves to become executive head of the Taxpayers' Association of Wyoming Valley.

GAS COST CUT WHIPPET AIM

More scientific engineering of motor and carburetor has made possible for thousands of owners sensational saving of gasoline and other economies in the operation of the Superior Whippet fours and sixes, according to reports received by Willys-Overland dealers.

It has been found, for example, that the increase of the compression ratio in the motor has succeeded not only in neutralizing the added weight of the car and the increased tire dimensions, but has a marked effect on gasoline economy. Owners who actually have attempted to accurately check their gasoline consumption with the six-cylinder models found that they were able to obtain economies in excess of 20 miles to the gallon of gasoline, the dealers say.

In fact, the average economy of a 4,000-mile trip, mountains, detours and rough roads, they report, was in excess of 18 miles to the gallon, carrying in this case a full five-passenger load. Gasoline mileage obtained with the four-cylinder models was, of course, even more phenomenal.

The carburetor in both the four and sixes also has been completely

re-designed to suit the higher compression of the motor. The economy results shown by the Whippets are all the more significant when coupled with their top speed and greater pick-up and other activity in traffic.

In tests conducted by company engineers with a standard four sedan carrying five passengers up Cove mountain, the speed of the car was reduced to between 10 and 11 miles an hour at the steep-est point of the grade and yet under these circumstances the engine fired as evenly as it would at 20 miles per hour and there was no evidence of loading of flatness as the engine speed increased due to the reduction of the grade.

TRUCK LINE NAMED BY STUDEBAKER

Announcement is made by Studebaker of a new line of custom designed delivery cars as an addition to its present delivery car line.

There are 13 standard body combinations in three body heights and four loading lengths on three chassis models—a three-quarter ton chassis of 115-inch wheelbase, a one-ton chassis of 130-inch wheelbase and a 4,000-pound truck chassis, with a four-speed transmission, on a 146-inch wheelbase.

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