

WOMAN, MAN FINED AS DRUNK DRIVERS

First Couple Held After Crash Ends Attempt to Flee

Flint, Mich. (Cp) Oakland, local Ford dealer: "Some day a hunter goes out with a dog, and he is able to outrun a fleet-footed amount of venison, until they are literally all tuckered out. Then I'm going to buy myself a bee-bee gun and buzz-buzz some shot at 'em, too."

The woman was Mrs. Patricia Darland, 850 Lakeland avenue, Flint. The man was not arrested until a mile-and-a-half from a police officer had ended when his car crashed into a signpost in Pontiac, cutting short his attempted escape.

The woman was Mrs. Patricia Darland, 850 Lakeland avenue, Flint. The man was E. M. Morrissey, also of Flint, who suffered minor lacerations about the head and the loss of some teeth in the crash.

Sergeant Delos Anderson first noticed the pair in a car which was travelling erratically on Woodward avenue in front of station

headquarters in the Barbours building, the woman driving. He followed them south in a scout car for several blocks until they attempted to turn around and head in the opposite direction.

The sergeant halted the pair, and when Mrs. Darland had been removed to the scout car, Morrissey made a dash for the other machine, took the driver's seat and started towards Pontiac at 60 miles an hour on the wrong side of the highway.

Sergeant Anderson gave chase, despite frantic attempts of the woman to make him stop, and finally caught up to Morrissey at Wilson avenue in Pontiac where the latter had crashed into the signpost.

When the officer alighted from the scout car to learn whether Morrissey had been injured, Mrs. Darland also got out, and attempted to run away. A passing motorist helped Sergeant Anderson restrain the pair, and accompanied the party to St. Joseph's Mercy Hospital where Morrissey's injuries were treated. A quart bottle, partly filled with liquor, was found in Morrissey's car, police reported.

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News Of Charles Edwards' Post No. 14

Post Commanders: David Levinson, Adjutant Stanley A. Williams, Lloyd L. Ripley, Joseph P. MacGregor, Gordon Bailey and William C. Edwards. The annual convention of American Legion officers held in Saginaw Saturday and Sunday.

"It was the most successful and largest convention ever held by the state delegates of the American Legion," declared National Commander Louis A. Johnson made the principal address, in which he discussed thoroughly explained Legion policies and problems.

A complete report of the convention will be made at the next regular meeting of the Post, to be held Dec. 21; he said.

With approximately 75 members on its rolls, Charles Edwards Post is leading all other posts in the 17th district in the size of its membership, according to latest reports.

The last of the meeting gathered in the Post's post-house-to-house campaign, which is being carried by the cleaners and is ready for distribution. Members will contribute.

Villager Discovers New Sound Control Principle

An entirely new principle in sound control—a principle whereby all vibrations and noises are actually trapped in hollow frames from which they cannot escape to continue the chain of vibrations, lectures and concerts has been discovered and patented by successful application by a Detroit manufacturer.

His name is William McIlroy, 168 East Brown street, a building contractor for whom government approval of an application for a patent has been granted. The principle is based on an 18-month period of study and experimentation of the well-known frame of absorption.

Previous to Mr. McIlroy's discovery, sound control was entirely a matter of absorption—felt or other absorbent materials placed against the walls of a room, which the sound travels and was "soaked up," so to speak, as a sponge soaks up water.

The new principle involves the fitting together of hollow, box-like frames, the faces of which are grooved by indenting in a manner to break up the sound waves. Interlocking grooves on the interior of the faces create hollow spaces in the grooved spaces which allow the sound to penetrate to the interior of the hollow spaces where they are trapped on a sound-absorbing back.

The advantage of Mr. McIlroy's principle over the old methods of sound control is that the faces of the frames can be made of any material—steel, wood or composition—and therefore may be made to harmonize with the interior of any building in which they are placed. Furthermore, they can be cut to harmonize with any design and placed in any position desired.

The old controls, limited both as to the kind of material used and their flexibility, were of a decorative purpose, while serving their

purpose. Applied at Cranbrook, the proposed revised constitution and by-laws of Charles Edwards Post will be submitted at the regular December meeting. The committee entered on the revision, which is now practically completed, is composed entirely of post commanders, including Lloyd L. Ripley, chairman; Leon R. Mix, Ernest A. Buttraw and Joseph F. MacGregor.

J. B. Minton, chairman of the committee in charge of the appointment of the business district with Christmas trees, announced yesterday that arrangements have been completed with the merchants and that the trees will be installed about Dec. 15.

Big Beaver

Mrs. Harry Loree entertained her bridge club Thursday. Luncheon was enjoyed and prizes were won by Mrs. H. L. Schultz, Mrs. Loree and Mrs. E. J. Winters.

John Hinckman will be the guest this week-end of his aunt, Mrs. Jean Arntson. He is the son

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- SCARFS... popular styles. Greys and Tan figured. In special Xmas boxes \$1.00
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"We Serve Michigan"
The Problem of the Railroads

THE difficulty of solving the railroad problem has been greatly increased by the development of competing means of transportation by highway, waterway and airway, which are aided by subsidies by our national and state governments, and by exemption from such regulation as is applied to the railroads. The importance of the railroads to the economic welfare of the country is such that constructive efforts to solve the problem must be made at once, confronted as we are by evidence of the effects produced upon the entire industry and commerce of the country by the decline in railroad earnings.

THE SERVICE OF THE RAILWAYS IS INDISPENSABLE FOR HANDLING THE GREAT BULK OF OUR COMMERCE.

HERE are the facts as to the decline in railway earnings during this depression. The gross earnings in 1929 were \$6,360,000,000 while in 1932 they will approximate only \$3,200,000,000. Railroad operating expenses are 45 per cent less than they were in 1929, a decline of \$2,052,000,000. This was effected by the reduction in the number of employees by about 620,000 and in the total wages paid them about \$1,325,000,000. Purchases of fuel, materials and equipment have been cut about \$1,430,000,000. The total reduction in wages paid, and purchases, exceeds \$2,750,000,000.

THE recovery of the railways is essential to the recovery of national prosperity and they cannot recover under government policies that promote every kind of competition with them and at the same time impose every kind of restriction upon the steam lines to prevent them from meeting this competition.

EXPERIENCE AND COMMON SENSE DICTATE THAT EQUALIZATION OF TAXATION AND EQUITABLE REGULATION ARE NEEDED IN ALL BRANCHES OF TRANSPORTATION.

IMMEDIATE, vigorous action by national, state and local executives and legislators is required. They alone have the opportunity and the power to enact and enforce the remedial legislation on taxation and regulation so necessary in this extreme exigency.

THROUGH forthright action the tide can be turned, and by bringing back the railroads' purchasing power, and by their larger employment of labor, all industry will be quickened simultaneously. Every man, woman and child in the country would be benefited by this correction of basic cause.

MICHIGAN RAILROADS' ASSOCIATION