

HIGHWAY PATROL EFFICIENT FORCE

STATE MOTORCYCLE COPS

Tow Their Duties Are Performed and Type of Service They Are Expected to Give Public

The State Highway Patrol—khaki-clad riders, mounted on fast motorcycles, speeding over the hard roads of Illinois day and night, through wind and weather, sunshine and storm—give to the motorists that same sense of security which has marked the red-coated Mounted Police of the Canadian Northwest.

Perfect specimens of physical manhood. Men of quick and accurate judgment. Able to take or give an order, and once giving an order able to see that it is carried out. Endowed with a natural ability to meet with coolness, precision and fearlessness, the most trying situations. These are some of the attributes of the personnel of the State Highway Patrol.

They are the guardians of the hard roads of Illinois. Where they ride motorists may well feel there rests that same security which has won from the settlers of Canada their love and idolization of the "Mounties," famed in story and film as the most picturesque body of men in the world who are officers of the law, yet most of all are working to safeguard rights of those they serve.

Warn Rather Than Arrest
Motorcycle officers of cities and towns are frequently looked upon by automobilists as their sworn enemies, because of arrogance and dictatorial mien. This accusation never rests against the State Highway Patrol. In direct contract members of this force are looked upon as the best friend of the motorist. Arrests average one to sixteen warnings given.

It matters not whether one rides over the hard roads of Illinois in the latest type of high-powered car, with liveried chauffeur, or in an ancient model which rattles, coughs and wheezes over the highways, the State Highway Patrol stands ready to lend a helping hand to the weary wayfarer in distress.

It may be merely directions to the closest garage which is sought, or advice on the most desirable camping place. It may be to lend attentive ear to complaint over the action of some "road hog." As well, it is frequently the plea of some "motor tramp," unsuccessful in begging sufficient gas at the last camp to carry him through to his next port of refuge, and who now finds himself stranded by the roadside.

Complaints Heard and Weighed
Directions and information are quickly and courteously given. Complaints are heard and weighed. If warranted there is a quick throwing in of clutch, a flash of the motorcycle over the hard road to overhaul the "road hog," violating the rights of others. With the "motor tramp," good nature of the patrolman practically assures there will be a donation of gasoline sufficient to supply his needs for a few additional miles.

All these are but passing daily incidents in the work of the bronze-faced riders of the State Highway Patrol.

Driving while intoxicated is never countenanced by the State Highway Patrol. The driver who mixes "moon" with gasoline is certain of arrest once he comes under the notice of these officers. But perchance should a driver step a little too heavy on the gas while enjoying the hard roads and he is seen by one of the patrol, his chances are a little better than 200 to one of escaping with a warning. Arrests during 1926 for this infraction of the motor vehicle law numbered 697, as compared to 14,944 warnings.

The patrol officers make a clear distinction between speeding and careless driving. The reckless driver has only an even chance of escaping arrest, and then only when he is able to present a reasonable alibi. During 1926 a total of 339 arrests were made for this offense, with 493 warnings given.



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SAYS RADIO BOON TO BALLOONISTS

EXPERT TELL EXPERIENCE

World's Champion Air-Cruiser Describes Effects of Use of Set While Floating in Big Race

The radio is the greatest boon to balloonists which has been developed in recent years, declares Ward T. Van Orman, world's champion balloonist, in The American Magazine. Van Orman has been a participant in most of the important balloon races of the past ten years, winning the world's championship for America four times, last year by a flight twice as long as his nearest competitor.

Strenuous Work
"A balloon race involves a lot of strenuous work," he says. "You may be in the air 36 or 48 hours without sleep and with a lot of hard work handling your balloon and developing your strategy. It is amazing what a difference the radio makes. A race used to be a long weary grind, in which two men absolutely out of touch with the world were constantly worn down until their vitality reached the breaking point. Success depends largely on ability to think clearly and take advantage of every possible condition of wind and weather. With a good radio receiving set along, even if you cannot sleep you can listen to music."

Concert Refreshing
"I leave the explanation to the psychologists, but it is a fact that after 24 or 30 hours of constant going, a concert seems to refresh you almost as if you had slept."

In the national race of 1925, Van Orman's most difficult moment came at midnight of a very dark and unfriendly night. "We seemed to be utterly alone," he says, "when suddenly a voice spoke in the corner of the ear. It was my wife. I had known she was going to broadcast a message to me at that hour. But the sensation

of actually hearing her under those circumstances was eerie. The radio on the ground is marvellous, but at 10,000 feet in the air in a balloon, where you have the sense of being cut off from all physical ties with the earth, you realize the wonder of it."

Radio Won Race
"The radio won the 1926 race for Van Orman, not merely by keeping up his spirits, but also by rendering a more tangible service. Weather conditions in that race were terrible. We left the ground in a gale so strong that 60 Belgian soldiers were required to hold his balloon at the starting point, whereas 15 men are ordinarily enough. Rain fell almost incessantly for 12 hours after he took the air, and he could not see 15 feet around him."

"We could not do any direct observation to determine our position," says Van Orman, "and the radio, employed as a compass, came to our aid. The principle of the radio compass is that when you are receiving from a certain station, messages come loudest if the loop is turned directly toward the station. Your receiving set therefore tells you from what corner of the compass a message comes, and you can draw a line on your map in the direction indicated. You know you are located somewhere along that line, but of course you may be 100 or 1,000 miles away."

Practically Useless
"That information by itself is practically useless. The next step is to get a similar line on another sending station, the intersection of the two lines, barring errors, is your location." "On the night of the 1926 race from Antwerp, while we were lost in the fog, I tuned in on Bremen and drew my line, then tuned in with Hamburg for my second line. To be quite sure, I got Madrid and drew a third line. It was almost startling to see it cross within a mile of the spot indicated by the first two lines."

"Our landing point on this race was a potato patch near Solvesborg, Sweden."

The towns that tolerate unsightly looking places in conspicuous positions, are not commonly the same ones that get a rapid advance in taxable property.

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