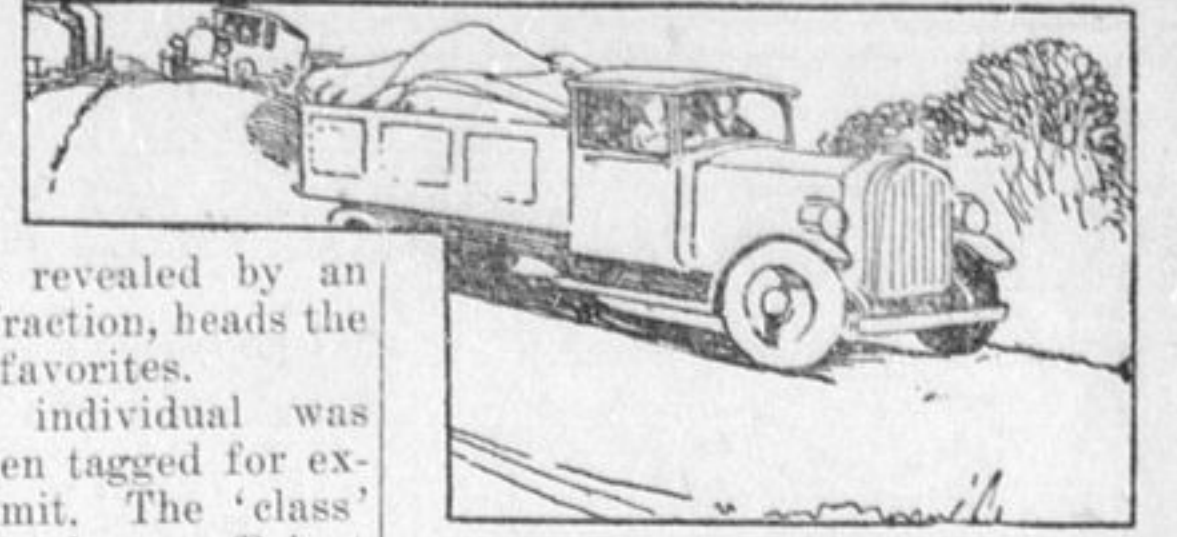
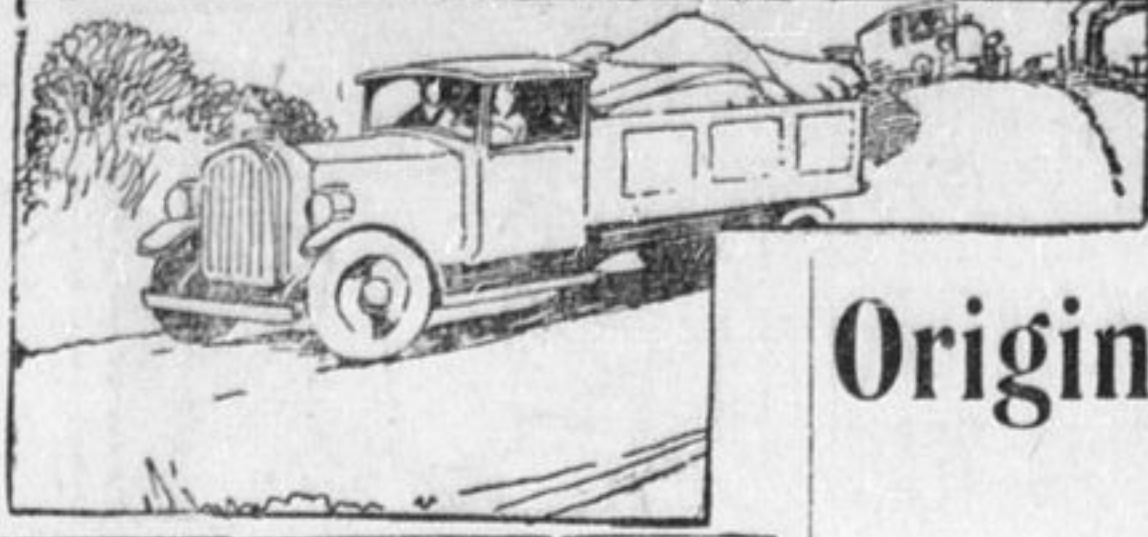


- Special Automobile Number -



Original Reasons and Alibis Offered Traffic Officers

Some of the Excuses are Funny, But the Traffic Officers Hear Most of Them so Often They Get Very Tired, They Say. A New One is Hailed with Delight. Motorists Haven't Time to Think Up New Ones.

There are alibis and alibis. The human lexicon contains alibis of errant husbands, truant sons, dodging debtors, and so on down the line. But beside the alibis of motorists the others pale into insignificance. An enterprising Rhode Island reporter got in touch recently with the Providence traffic department and got an careful about motor alibis. Probably Traffic Officer Moore could add a few to the list, but the Providence man has been in the game for years and his desk is full of them and then some. Ninety-nine per cent. of the hundreds of automobile alibis now in current use are hoary with the frost of age, according to Traffic Sergt. John D. Fox and Police Capt. Harry F. Drown of the Central precinct, who oversee the work of the traffic division.

The two declare that it is a positive pleasure to hear a new alibi on the part of a motorist tagged for over-parking, speeding, cutting corners, parking at night without lights or what not. "There's an honest man!" the two are tempted to chorus, if an offender admits that there is no excuse for his infraction of the law. Hundreds of alibis, ranging from "physician with a dying patient," offered by the speeder, to "forget all about my car being parked there," submitted by the man who exceeds the time limit at a down-town curb, are contained in a huge bundle of officers' reports which Sergt. Fox has been accumulating. The contents of these reports, which average about 600 a month, run the gamut of human imagination, as far as "reasons" for the various traffic violations are concerned. But to the cops who ride herd on motorists in Providence, Sergt. Fox mourns, they are as old as the story of creation. The majority of the excuses have to do with the burning question, answerable in police court, of "Why did I over-park?" Others explain drivers' reasons for "breasting the tide" on one-way streets, not turning on the lights of parked automobiles after dusk, travelling at a greater speed than is allowed by law, reckless and

irresponsible driving, navigating with worn-out brakes and so forth. Answers in police courts to the over-parking question reveal that there is a tremendous amount of legal practice going on in the city, Sergt. Fox points out. He declares it is his belief that Providence should be a veritable Utopia to struggling young lawyers. One of the most popular alibis in this connection, he explains is: "Your honor, I was detained at my lawyer's office and simply could not leave to move my car when my parking time was up." Another good one is the "important directors' meeting" which is worded thus: "Officer, can't you see that a busy man cannot under any circumstances leave an important directors' meeting to attend to a mere traffic such as an automobile?" "I forgot all about my car" is a good one, which according to the traffic sergeant, always succeeds in drawing a fine and costs. One man early last year forgot all about his automobile for 47 hours, while he made a hurried business trip to Detroit. "This particular driver left his machine on Canal street, in the restricted district, at 2.30 o'clock one Monday afternoon," the sergeant recounts. "There it remained for 17 hours. The traffic division then towed it to headquarters." "At 1.30 o'clock Wednesday afternoon a very much worried gentleman arrived at headquarters and announced that his automobile has been stolen. He said he had forgotten all about it while on a trip to Detroit. He recovered the car and was given a stiff fine for overtime parking. The police however, made no charge for storage of the car." The desperate plight of a man who had sunk his all in the "classiest car

in Providence," as revealed by an overtime parking infraction, heads the list of Sergt. Fox's favorites. "The particular individual was highly indignant when tagged for exceeding the time limit. The 'class' of his car should have been sufficient evidence to the arresting officer that he was attending a highly important 'directors' meeting' at the Biltmore Hotel. But he came to police court, nevertheless. "It being his first offence he was let off with costs. Costs amounted to about \$1.40. He searched hurriedly through his pockets but could not produce this sum. Questioning revealed that he had no checking account in any Providence bank. He then began desperately telephoning his friends for help. After calling four of them he raised the necessary \$1.40. "Upon arriving at the police station, he parked his car across the street. He was occupied with his affairs at the station so long that he couldn't get out to move it, so the car was tagged again. However, the latter charge was dropped as it was figured he had had enough embarrassment." Overtime parking alibis are many and varied. Some of the better ones, as revealed by Sergt. Fox, are the following: "Couldn't get out of the barber chair." "Held up on business." "Held up on a job and couldn't get away." "Thought it was all right." "Was in show." "Working on Community Drive." "Detained at lunch." (Lunch, according to the arresting officer, lasted 1 hour and 35 minutes.) "In Federal building, taking out second papers." "Long-distance telephone call." "Wife was to take car before time was up." "Waiting for medicine at drug store." (This was a long wait, police records show, as it consumed two hours.) In the originating of alibis, the speeder has a rich and fertile field. Witness a number of the excuses for haste submitted of late by Providence drivers: "My car won't travel that fast." "If my car can hit that gait without falling to pieces, you can have it." "I would take an oath I was travelling no faster than 10 miles an hour." "I've driven faster than this in Buffalo, N.Y., without being arrested." "I'm a doctor and my patient is dying." "Gee, officer, I just hadda get to the dance hall at 11 o'clock to keep a date." "My sweetie said 8 o'clock and she meant it." "Dad would have been sore if the car hadn't been back by midnight." "The wife was waiting supper, I know how she is." Amusing alibis crop up in the day's work, but unfortunately they are not all preserved. Sergt. Fox, however, picked the following from his reports: "Here's an excuse by a man whose car had poor brakes. I've heard of water on the knee, but never of an ailment such as he described." "A while back a woman driver had a slight accident. Her automobile ran into a telephone pole. 'Did you skid, lady?' an officer asked her politely. She became very indignant: 'I blew my horn!'" Sergeant Fox let it be known, however, that the Traffic Division investigates thoroughly cases in which there is the slightest element of doubt as to the guilt of an offender. Almost daily he acquaints himself with the details of numerous cases. And his department, he declares, gives the motor law violator the benefit of the doubt, provided he is not a chronic breaker of ordinances. Visitors to the city and local automobilists whose names have not been

PARIS CROWDS ENJOY AUTO DRIVERS' TESTS

Many Humorous Incidents in the Testing of Drivers Over in the Capital of France.

PARIS.—Examinations for drivers' licenses in Paris and other French cities are assuming the attractions of an open-air spectacle. One of the spots chosen for the test is the street in front of the Invalides. Thirty or forty candidates present themselves and one single inspector puts them through the ropes. Each inspector has some pet theory which he asks his victims to work out under the mocking stare of highly amused spectators. One of them followed this procedure. He told a candidate to drive on to the Alexander III Bridge and then come back and pick him up. The prospective driver did as he was asked and was gracefully coming alongside the sidewalk where the inspector had posted himself, when the latter suddenly threw his glove on the pavement. The candidate neatly avoided the glove, and even descended from his car to pick it up and bring it to his examiner. "You passed over that glove," said the inspector. "Yes, but I didn't touch it." "If it had been a pedestrian you would have touched him," retorted the functionary. The next candidate had a similar experience. The inspector suddenly threw his cane in front of his auto

BIG TRANSPORTATION WAR LOOMING IN OLD LAND

Railways ask the Right to Transport Passengers and Goods by Highway.

The war between the four great railway groups and the road transport companies—the greatest in the history of British transport—is reaching a vital stage. Parliament at its present session has before it the bill presented by the four groups and the Metropolitan Railway Company asking for powers to transport passengers and goods by road in the districts to which respective systems afford access. The road transport companies in turn have prepared a petition against the bill on the ground that it contains no guarantee to the public that the powers, if obtained, will not be abused. All four railways have lost many hundreds of thousands of pounds since the war started. They have issued a statement which admits that the development of internal combustion road vehicles has affected the railway companies very seriously. Not only have short passenger journeys been affected but long distance excursion and holiday business has also greatly decreased. Goods traffic which pays the highest rates, has also declined, and this, according to the railways, has made it necessary to increase the charges on the lower rated and heavy traffics. An idea of what the traffic war has meant to the railways financially is conveyed by figures comparing the traffic receipts for last October—the last month for which Ministry of Transport figures are available—with the figures for October, 1925. The number of passengers decreased by 6,099,406, or a percentage decrease of 5.80, and the receipts decreased by £47,000. Freight traffic fell by 527,600 tons, but the receipts increased by £144,000, so that while the percentage decrease in tonnage was 1.89, the percentage increase in rates was 1.57. Pointing out that they contribute to the cost of maintaining roads, the railway companies claim that they are entitled to the same free and unfettered use of the public roads as is enjoyed by others. The railways have between them an authorized capital of nearly £1,300,000,000 and 52,000 miles of track. On the other side there are some 400,000 lorries, motor-coaches, and hackney vehicles, valued at \$160,000,000, giving employment to 1,000,000 men.

ABANDON OLD CARS

More than 200 automobiles and motor trucks are abandoned on New York streets every year. These are worn-out cars, the valuable parts removed, and left for city disposal.

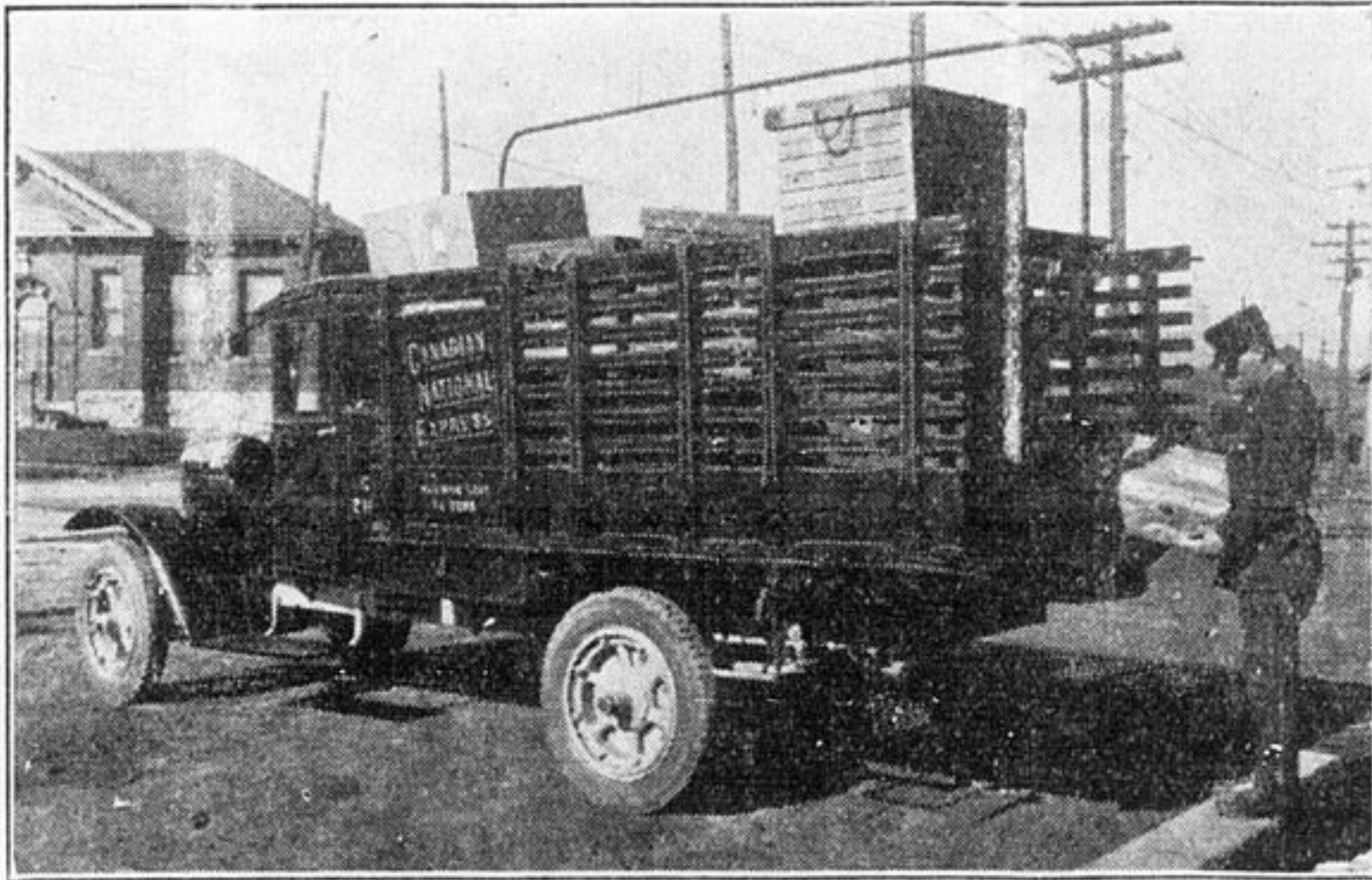
HE GOT OFF, MAYBE!

Hear the story of the man who appeared before the judge on a charge of speeding? He claimed he was in a hurry to get home, because his brakes weren't working, and he was afraid he might have an accident.

entered on police records as traffic offenders are given every consideration in the event they unwittingly step on the toes of traffic ordinances. According to Sergeant Fox, they are warned "not to do it again" in most cases.

INTERNATIONAL MOTOR TRUCKS

The International Line of Motor Trucks includes a size and style for every need of Canadian business and industry. International Special Delivery trucks, for 1-ton loads, possess the speed and convenience which makes them adaptable for many lines of business. Every inch of the sturdy chassis is patterned after the larger and more powerful Internationals, resulting in durable, attractive and economical delivery unit.

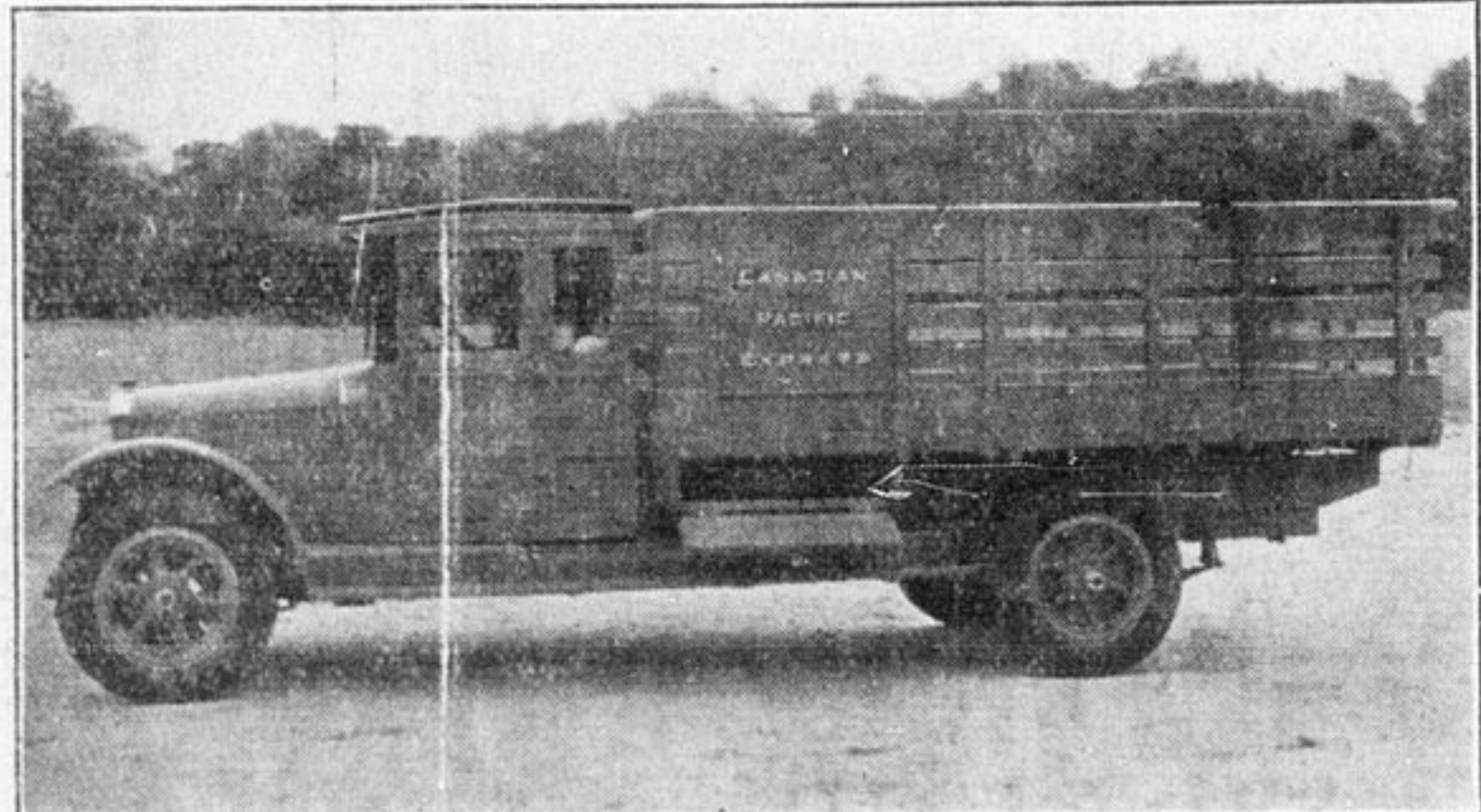


The speed trucks, Models S SF, SL and SD, with their low, well-built chassis are designed for heavier loads of 1 1/4, 1 1/2 and 2 tons. Attractive in appearance and built according to high International standards, they will render day-in and day-out service far in excess of ordinary trucks.

To drive one of these new models and then go carefully over the various units from radiator to rear axle is to realize that here International engineers have developed a chassis of unusual ability to perform the work for which it is designed. The low-hung frame and long wheel base permit the mounting of attractive capacious bodies—bodies that will have a definite advertising value in keeping with the transportation value embraced in these new models.

Models SD-44 and SD-46 are especially designed for speedy dump and two-wheel trailer work. The engine is the well-known International Speed truck engine, specially geared to handle 2-ton loads. International engineers, profiting by successful experience in the designing of Motor Trucks for dump work have developed in the Model SD a chassis which meets every requirement of the strenuous conditions found in this kind of work.

International heavy-duty trucks, Models 54, 54-C, 74, 74-C range in capacity from 2 1/2 to 3 1/2 tons and are purposely designed for heaviest hauling. Model 54-C 2 1/2 tons and Model 74C 3 1/2 tons, are chain drive; Model 54, 2 1/2 tons and Model 74, 3 1/2 tons, gear drive trucks.



The crankshafts in the heavy-duty engines are of chrome nickel steel, drop forged, of unusual toughness and rigidity. By the time it passes the final test it is as near perfect in contour, dimensions, hardness and static and dynamic balance as is possible to make it. The crankshaft revolves within two large ball bearings which are dust and grit proof—the best known bearing design for heavy-duty engines. Connecting rods are drop-forged I-beam sections of carbon steel, heat-treated for maximum strength. The pistons and connecting rods must balance within one-fourth of an ounce of each other, with the result that vibration is reduced to practically nothing.

As we are the appointed distributors for this district for International Motor Trucks we would certainly like to see you come into our show-rooms and inspect the Models we will have on display during the next few days.

International Motor Trucks are manufactured and sold by the International Harvester Co. of Canada Limited and they are maintained by the largest Motor Truck organization in Canada. No matter where you go you will always find International dealers and Service Stations and not only are they proving their worth and popularity to the single unit owner but also in the service of the largest corporations in Canada.

For prices, terms, and other information visit our Show Rooms or write

TIMMINS GARAGE Co. LTD.
Distributors for INTERNATIONAL MOTOR TRUCKS

HAMILTON'S Dollar Taxi

To any part of Timmins or Schumacher

South Porcupine—\$2.00

"Why Walk when you can Ride for Nothing"

Hamilton's Livery

"Free Rigs To-morrow"

Horse Livery in Connection