

NEW STATE TRAFFIC LAW WHICH BECOMES EFFECTIVE JUNE 1 MAKES CHANGE IN ROAD RULES

"Necking" in Moving Cars Hit by New Provisions—Only Three Adults Permitted in Front Seat of Auto—City Authorities Given Right to Specify and Require Stop at Arterials.

RULES AND REGULATIONS FROM NEW STATE TRAFFIC CODE EFFECTIVE JUNE 1

Power of authorities to alter speed limitations limited. Cities given the right to maintain semaphores and other devices to regulate traffic in congested districts. One-way streets permissible only where plainly marked. Right given highway commission to require vehicles to come to complete stop at dangerous crossings where signs are erected. Pedestrians required to walk on left hand side of highway. Highway commission authorized to designate safety capacity of bridges. Right to require full stop at arterial highways given commission and city authorities. Driving with person or baggage or encumbrance on lap prohibited. Not more than three persons over age of 12 years permitted to occupy front seat of vehicle. Speed limit of vehicles governed by weight of load and tire width.

EDITOR'S NOTE—At the last session of the legislature an entirely new traffic code was adopted to regulate automobile traffic within the state. The law becomes effective June 1. The following is one of a series of articles containing the text of the new law with which motorists should familiarize themselves. It is recommended that these articles be clipped and preserved in order that reference may be made to the provisions of the new law. One of these articles will appear each Wednesday.

25. Local authorities, except as expressly authorized herein, shall have no power or authority to alter any speed limitations declared in this act or to enact or enforce any rule or regulation contrary to the provisions of this act except that local authorities shall have power to provide by ordinance for the regulation of traffic by means of traffic officers or semaphores or other signaling devices on any portion of the highway where traffic is heavy or continuous and may prohibit other than one-way traffic upon certain highways and may regulate the use of the highways by processions or assemblies; provided, that where one-way traffic is provided for, such authorities shall erect and maintain suitable signs at reasonable intervals upon said highway informing the public of such fact. All such signs shall be so placed as to be visible to the driver of an approaching vehicle. It shall be a valid defense in any prosecution for the violation of any one-way traffic ordinance that such highway was not signed as herein required.

Grade Crossings
Whenever any person driving a vehicle approaches a highway and interurban, steam or electric railway grade crossing and a clearly visible and positive signal gives

CHICAGO TEACHES ERRING MOTORISTS

(By NEA Service.)
CHICAGO, May 25.—A system of "safety schools," where motorists violating minor traffic regulations are lectured, is spreading through Chicago.

The system was inaugurated on the west side and since its inception 20,000 reckless motorists have been lectured at a loss of fines estimated at \$75,000.

The north side parks have adopted this plan that has worked successfully on the west side, and it is believed that schools may soon be held in all parts of the city.

The idea of education to supplant the "rod" has found favor with motorists themselves. The lectures are delivered by members of the traffic commission and are instructive and interesting.

Often a class has 500 members. Motorists learn the reason why various traffic ordinances are needed and have a chance to ask questions. Officials say that the "students" are benefited by the schools and their motoring manners improve.

When combined with weight of vehicle and load is:

- 2,500 pounds or less, 10 miles per hour.
- Over 2,500 pounds and not over 5,000 pounds, 8 miles per hour.
- Over 5,000 pounds and not over 7,000 pounds, 6 miles per hour.
- Over 7,000 pounds prohibited except by permission granted by the state highway commission.

(b) It shall be unlawful for more than three persons over the age of twelve years to occupy the front or driver's seat of any motor vehicle while such vehicle is in motion on the highway. Occupying, as used herein, shall include the holding of one person upon the lap of another.

LAST OF WAR TAX
Observers at Washington foresee the repeal of the remaining three per cent war tax on automobiles at the coming session of congress. It is believed this will be a piece of strategy on the part of politicians to keep the present administration in power.

NEW MOTOR LACKS ESSENTIAL PARTS

(By NEA Service.)
SYDNEY, Australia, May 25.—An inventor here has designed an internal combustion engine that can run without crankshaft, connecting rods, camshaft, valves or timing gears.

It's a circular affair of six cylinders with pistons but a moving cylinder head. It is said to be much smaller than any present type of engine with the same power, and to save much in fuel and oil consumption.

HOW AMERICAN CARS RANGE IN PRICE

(By NEA Service.)
NEW YORK, May 25.—"There are now 620 models of American motor cars at from \$360 to \$9000, offered to the American public by 43 makers," reports Alfred Reeves, general manager of the National Automobile Chamber of Commerce.

"Of these," he continues, "four sell for less than \$500, 80 between \$500 and \$1000, 246 between \$1000 and \$2000, and 137 between \$2000 and \$9000."

(b) Vehicles equipped with metal

A Thousand Mile Course Around Historic West Virginia



Map shows route followed in a trip covering the historic and picturesque spots of West Virginia and bordering states.

Bluefield and Welch are awe-inspiring natural curiosities.

Besides the wonderful resort attractions about White Sulphur, there are many natural wonders and rare and beautiful wild plants, shrubs and flowers.

Turn north through the Valley of Virginia, by Covington, Hot Springs, Warm Springs, Goshen and Harrisonburg to Winchester.

Take a side trip to Shepherdstown, where Rumsey invented the stamboat, to Harpers Ferry, made famous by John Brown and his abolitionists, to Berkeley Springs, noted as a mineral spring since George Washington's day, and Martinsburg, center of the fruit industry, and Pinnacle Rocks, between the

of the oldest and most historic highways in the United States, and re-enter West Virginia at Capon Bridge. From Romney, a splendid side-trip is down the valley through Moorefield, Petersburg and Franklin.

Ice Mountain, Hanging Rocks, Seneca Rocks, Greeland Gap and many remarkable rock formations add their interest to that of the fine fishing in the South Branch. Here are more mineral springs and the Monongahela and Shenandoah National forests.

CARE AT LEFT TURNS

Traffic engineers deplore left turns. They slow up traffic and in many cases tie it up. They can be avoided by forethought.

But nothing is worse than a short left turn, mostly at an unguarded corner, in which case the thoughtless driver cuts across to the wrong side of the street and puts himself and others in danger when he enters the cross street on the left side.

These are the left turns, even worse than those in traffic, that should be stopped. They are symptoms of reckless driving and, even if no accident occurs, they should be sufficient cause to jail the driver on that charge.

A day or so of concerted effort on the part of police directed at such drivers might deter such practice in the future.

TENT SHOW BONE CRUSHERS FAIL TO DOWN OPPONENTS

All three wrestlers at the Legion's tent show in this city failed to down opponents in ten-minute battles last night. "Cougar" Beckman, of Marshfield, former pugilist of Robin Reed at O. A. C. simply toyed with the lightweight of the trio, whom he outweighed about five pounds. Later he took on Reynolds, the light heavyweight, and not only stayed the limit but kept the showman on the defensive half the time. Between these two bouts, Ryan, the show's heavyweight, and Karl Bracher, local mat man, staged a regular caveman combat that at one juncture looked like a fall for Bracher when he secured a leg split. Ryan averting defeat by crawling off the mat. The crowd, larger than on the opening night, got a chance to see Eddie Cline, the show's scrapper, in action, but only for a brief period. A transient youth giving the name of Shea, after one minute and forty seconds of a one-sided affair, went down from a heart blow that left him helpless for a half hour. Tonight's mat bouts will include one between Ryan and Paul Amor, well known grapple of this city.

George T. McDermott of Topeka, Kas., got an offer of only \$319 for his old bus. That was so outrageous that he bought a new car outright, built a \$400 special garage and installed the old car in it, to remain there for the rest of its days.

Last year saw the entrance of 3,600,000 auto tourists from other states into Wisconsin, reports J. T. Donahay, state highway engineer. These tourists, he adds, spent \$90,000,000. A greater year is expected in 1927.

The average car that has run five years has a market value of only 9 per cent its original price, says Col. Leonard P. Ayres, Cleveland. 18 cars he tabulated was 5 per cent, and the highest 17 per cent.

SO NOSES WON'T SHINE



Women's noses must be preserved against wind and weather, and since manufacturers are building their cars largely for the approval of womanhood, they've gone so far as to tickle their taste further by adding a vanity case to the top of the steering column. Dorothy Phillips, the popular movie actress, is shown as one of the first to make use of this welcome innovation.

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BUGS

By Swan



MILLIONAIRE HIRED TO DRIVE

It's the Only Way Cliff Durant, Wealthy Sportsman, May Make Good on the Indianapolis Track.

By NEA Service

INDIANAPOLIS, May 25.—Cliff Durant, wealthy and youthful Napoleon of Wall Street with a bent for sensational out-of-door sports, will be a hired chauffeur in the 500-mile race to be held at the Indianapolis motor speedway, Monday, May 30.

His boss will be Tommy Milton, often his competitor on the track and twice winner of an Indianapolis "five century."

This year Milton will yell at the young millionaire from the pit, while Durant pilots the new Detroit Special, a front drive concoction which Milton spent a year in building.

It makes a queer combination. Milton has been a tremendously successful pilot. He made a nest-sized fortune before retiring into the real estate business.

Durant, on the other hand, has made a tremendous success of a big business, but has been none too successful in winning auto races at Indianapolis. Son of the noted W. C. Durant of General Motors and Wall Street fame, he has almost at times competed with his father in their favorite pastime of standing Wall Street on its ears.

This Is His Chance
On the track, however—"Cliff never had a chance," is the way Milton puts it. "He used

to foster a lot of cars and then give the best of them to the fellows who were making their living by driving. He would take what was left.

"Then he never had a boss. He was his own adviser. He was slipped and just took a chance.

"This year it will be different.



Cliff Durant in his three roles as racer, at left, business man and backwoodsman, at right.

He has nothing to say about getting the car ready for the race. All he has to do is drive it.

"He can get just as tired as he wants, but he has to keep right on going—and going fast, or I'll be out on the pit wall throwing monkey wrenches at him.

"I know he can drive if he has a

car under him. In 1923 he chased me out of the lead at Indianapolis and went on gathering lap prizes when the two of us were a lap ahead of the rest of the field. Then his car went dead on the back stretch and I regained the lead and victory. Durant can drive all right."

Backwoodsman in Winter

Durant, whose most recent coup in the stock market involved eleven million dollars, occupies during the winter a cabin in the north Michigan woods, ten miles from a railroad station. Much of his travel during the winter is on snow shoes. He walks to the grocery for his own provisions and is cook of his shack.

The living room of his hut in the woods is equipped as a rustic stock broker's office. In it are the ticker, special telephone and telegraph wires which place him as close to the stock exchange as though he were in an office in Wall Street. And it is from here he trades.

During his off hours he has been chopping down trees, going on long walks and on hunting expeditions. He is in excellent physical condition for the race.

"It's nice to have Milton choose me to drive," said Durant. "The greatest compliment I could be paid, for to my mind he is the greatest student of automobile racing of all time."

Besides driving racing automobiles, Durant is an airplane pilot. He flies a ship between his woods home near Roscommon, Mich., and Detroit frequently. He also plays the violin, cornet and French horn. He also is a licensed sea pilot.

But these are all hobbies. Business is his business.