

COAST GETS AFTER SLOW POKE DRIVER

By NEA Service.
SACRAMENTO, Aug. 10.—California has decided to take drastic action to make motoring safe and pleasant, by its passage of perhaps the most revolutionary set of auto laws in the country.

These are called the Breed laws, after the legislator who initiated them, and cover practically everything in motoring from speeding up the slow driver to preparing the way for compulsory auto liability insurance.

Under these laws, the speedy driver gets more sanction of the authorities than does the "slow-poke." It is the reckless, drunken and inefficient driver that is under ban of the new laws.

According to the Breed auto code, the legal speed limit is increased from 35 to 40 miles an hour on the highways, while penalties for drunken and reckless drivers are made swifter and harsher.

By adding another cent tax on gasoline, making the rate three cents a gallon, the state expects to apply the additional revenue of \$10,000,000 yearly to the construction and maintenance of perhaps the finest highway system in America.

The new law requires drivers to pass state examinations and denies licenses to the physically and mentally unfit.

By using 5 per cent of the gas tax and the money from a \$10,000,000 bond issue, the state will start eliminating grade crossings.

Besides this positive action, the authorities are paving the way to compulsory insurance by naming a commission to study this problem. Discussions also concern the slow driver, especially in connection with the problem of creating two-speed highways to take care of such motorists.

HIGH POWER HEADS

Use of an anti-knock compound in gasoline has brought out a special high compression cylinder head. It is believed that the auto manufacturer offering this type head, for this special gas, will be followed by others.

EXTRA FOR TRUCKS

Automobile club officials are combating truck owners in their effort to nullify the Wagy bill in California, which imposes a higher tax on heavier trucks and reduces the tax on light trucks, for use of highways.

Over Gaps



The word of Governor John W. Martin of Florida is given that the highway over the Florida keys to Key West will be completed with the construction of two bridges over the deep water gaps between Lower Matecumbe Island and No Name Key. This "Over-seas Highway" is 80 per cent completed, and ferries now take the place of the future bridges. The bridges will cost between eight and ten million dollars.

DANGEROUS CURVES

There are curves on some of our highways that are replicas of the days of Indian footpaths and horse travel. They are there because the Indian or horse followed every convolution of the ground, winding in and out of obstructing growths.

Now, with the automobile as main means of travel, these curves are still there, making progress dangerous. They should be eliminated. The highways need straightening.

Connecticut and other states have widened such curves, to permit more space for the turning vehicles. Most other states trace a white line along the middle of the road and warn motorists from crossing it.

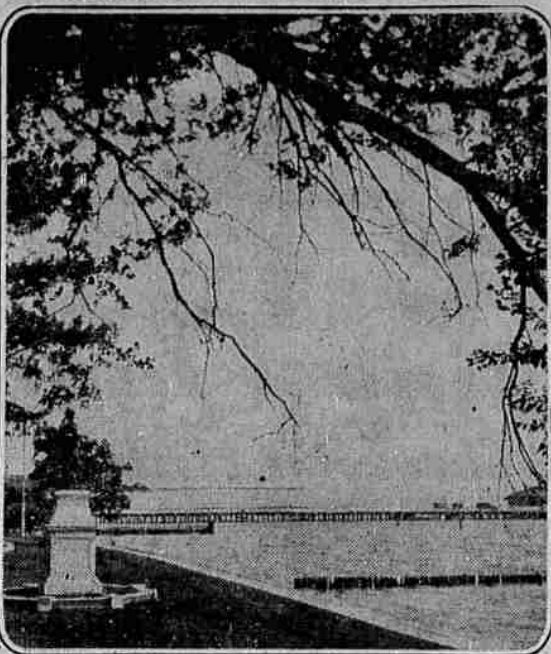
Both methods help to reduce accidents, but all the dangers of the curve, especially the blind curve, won't be avoided unless the turn itself is abolished.

Modern engineering methods can make short work of such hindrances to travel and safety. It is being done, where new roads are laid out.

It should be done in the case of the older, well-traveled highways.

HISTORY AND BEAUTY VIE IN VIRGINIA

Well Paved Roads Traverse The Picturesque and Romantic Spots That Recall The Early Days Of America



Before a background of beautiful foliage, the memorial to Captain John Smith gazes out over the James river, at Jamestown, Va.



The map shows the Federal aid highways of Virginia. Good state roads connect the intervening territories and make the entire state accessible.

Into Oldest America
A little run off this road to the west, and we enter the famous battlefields of Chancellorsville, the Wilderness and Spotsylvania. Over to the east, on the James river is Jamestown, the first permanent English settlement in America, and a little farther over is Yorktown, with its memories of the Revolution.

A good road from Richmond leads on to Newport News, Norfolk and Portsmouth in the far southwestern corner of the state. Another goes first down to Petersburg, the center of Confederate fortifications that are still preserved, goes westward on through more interesting Civil War country past Appomattox to Lynchburg and into the beautiful hills and valleys, natural caves and streams of western Virginia.

Here we meet the famous Blue Ridge mountains of Virginia, and paralleling this range along the western border of the state is the new Shenandoah National Forest—a long stretch of marvelous mountain and valley landscape.

A well-surfaced highway runs almost parallel to both ranges, from Winchester in the north to Staunton, Lexington, Roanoke and Abingdon, turning the tourists in to little offshoots that take them for a series of wonder trips never to be forgotten.

The hiker, the horseman, the fisherman and hunter have as much a glorious vacation in this land as has the motorist. There's wild game in the mountain forests. There's fish in the streams and there's exhilarating exercise along the many mountain trails.

For the motorist a fine scenic highway is planned to follow the range of the Appalachians in the



Alexandria, not far from Washington, still retains the old tavern, shown at the corner here, and the old headquarters of George Washington, from both of which the famous American conducted his official business. Now one holds a second-hand furniture store, and the other an old clothes shop.

Shenandoah National Forest, overlooking the picturesque valley from heights of 3000 and 4000 feet. At present, however, the lower road takes the motorist along the valley itself into the foothills of the mountains, where numerous caverns may thrill him.

New Market, on this western highway, is the center of this cavern region. There are the Shenandoah caverns, the Endless caverns and Luray caverns, each of which shows something different from the others. Farther south, and connected to the highway by a modern road, are perhaps the most interesting caverns in America—the Grand Caverns Grottoes.

More Historic Points

Not far from here is the famous Natural bridge, where Washington

is said to have carved his name at a height unequalled by his playmates. The state highway today runs over this point.

Federal aid highways run through practically every interesting and historic section of the state, and all are well paved. There are innumerable spots along these roads where the stranger may linger to recall the romantic days of the past, and there are as many more that can be reached easily by side roads off these highways.

It would take one month to cover this state of historic shrines. If the motorist would stop at all and recall the important men or events that they signify today. So thoroughly in Virginia dotted with these recollections that the fleetest traveler cannot fail to be impressed by them.

How's She Hittin'

BY ISRAEL KLEIN
Science Editor, NEA Service.

The little matter of cleanliness has a great deal to do with the proper running of the automobile. There's the matter of a clean engine. To the lay driver, a matter of oil covering the engine doesn't seem to retard its activity in any way. For that matter, it doesn't.

But oil under the hood, except where it is supposed to be, means a dangerous dust gatherer to the auto mechanic—dangerous in that it might find its way through the slits and other openings in the inside of the engine.

And there the trouble begins. Furthermore, oil is harmful to such parts as the hose connections in the cooling system. It rots the hose and produces a leak in the cooling apparatus.

In hot weather, we can't afford that.

To prevent this, of course, keep the entire engine clean. But rotting of the hose with oil can further be prevented by applying a coat of shellac and then a layer of tape and shellac on the hose connections.

Gasoline, applied with a brush or cloth, will clean accumulations of oil from the engine. Kerosene also may be used.

An air and gasoline spray can be obtained to force the accumulated oil and dust from the inaccessible places.

At the same time, various joints about the car may be cleaned with gasoline, but care here must be taken not to remove the grease from the effective parts.

For instance, the hood hinges get filled with the oil sprayed from the engine, and that seeps out to the top of the hood. Here the oil may be cleaned from the top, but left within the hinges to prevent squeaking of this part whenever the hood is lifted.

The same is true of the door hinges. After a long drive, a layer

of dusty oil may be noted covering the hinges that jut out from the body. This can't just be wiped off. Gasoline must be used. But this must be done with care, so that the hinges may remain greased.

After a long run, especially over dusty roads, the engine and other parts of the car may be coated with oil-soaked dust. This can't be washed off with water. Gasoline is the washing fluid to use.

By keeping the engine, hinges and other parts of the car clean, the motorist not only has a presentable automobile but is preventing deterioration, especially in the moving engine parts.

The fine dust accumulated from the road somehow finds its way into the crankcase, and up into the cylinders, scoring the walls, causing oil to get past the pistons more easily and hastening the death of the car.

CYPRUS IS MOTORING

Since the island of Cyprus in the Mediterranean went to England after the war, it has greatly increased its auto registration. From a dozen in 1914 the number of its cars has gone up to more than a thousand.

RIGHT AIR PRESSURE ADDS LIFE TO TIRE

Firestone Dealer Gives Advice
Every Motorist Should Know

"If motorists would only realize the importance of keeping tires inflated to the correct pressure, they would get much greater mileage and have less trouble with their tires," according to the C. A. Lockwood Motor company, Firestone dealers in Roseburg.

"This is especially true of balloon tires, for when used with even four or five pounds less air than they should carry, the loss in tire life amounts to hundreds of miles. Every motorist should know the correct air pressure for his tires and can get this information from his dealer.

"We recommend having the air checked at least once a week. It is an easy matter to stop at our place and have one of the men check the air pressure and inflate the tires if air is needed. This service is free to everyone in this vicinity.

"It will help in maintaining proper air pressure if the valve is always screwed down tight, the cap turned as far as it will go and a dust proof cap used to keep the valve in good condition.

CROP DIVERSIFICATION IN HAWAII SUBJECT OF REPORT

Pigeon-peas and edible canna are giving most promising results in yield in sections of Hawaii not adapted to the production of sugar cane and pineapples, the two leading products of the islands, according to the annual report of the Hawaii Agricultural Experiment Station for 1926, just issued.

Tests of citrus fruits, mangoes, avocados, papayas, bananas, and other horticultural crops, to determine their suitability to Hawaiian conditions, and distribution of new and improved kinds of such crops are reported.

Considerable work was also done in organizing boys' and girls' clubs and similar organizations and in other forms of extension. A total of 1,329 children enrolled in the various clubs, with 1,976 members, or 81 per cent, completing their projects.

During the year the agronomic work of the station, which is under the supervision of the United States Department of Agriculture, was directed primarily toward the development and improvement of locally grown diversified crops. Four major projects under investigation and experiment included (1) root crops for man, stock feed and starch production; (2) ginger culture; (3) Mendelian studies with Guam corn hybrids; and (4) lettuce breeding to develop a hardy

solid-headed strain for the lower altitudes. Experiments were made with vegetables of oriental origin to determine their cultural requirements and possible place in the dietary of the people of the various nationalities in Hawaii.

Try a classified adv. in this paper and watch results. You'll sure get 'em.

Elegy Written In a Tourist Camp Ground

The klaxon sounds the knell of parting day,
Some late arrivals through the dust clouds creep,
And three hours after we have hit the hay
The noise calms down so we can get to sleep.

Save where, from yonder pennant-clad sedan,
A radio set emits its raucous squeal,
And, underneath a nearby light, a man
Pounds until daylight on a busted wheel.

Beneath those tattered tops, those patent tents,
Where falls the dust into each sunburned pore,
Each on his folding bed of slight expense,
The rude explorers of the highway snore.

Let not ambition mock their creaky cars,
Their khaki clothes, of vintage obscure,
Nor grandeur view, with hauteur like a czar's,
The short and simple flivvers of the poor.

The boast of shiny paint, the pomp of power,
And all that charms the motoristic fop,
Await alike the inevitable hour—
The paths of touring lead but to the shop.

Can streamline hood or silver-plated hubs
Back to its mansion call the missing spark?
Can plush upholstery foil the clumsy dubs
Who bang into your fenders in the dark?

Full many a boob of purest ray serene
Succumbs each summer to the touring itch;
Full many a car is doomed to blush unseen,
And waste its sweetness in a western ditch.

STODDARD KING.

Spokane, Washington.

College Training Helps Man to Earn More

Figures Show Wide Differences
Between Money Made by 4
Grades of Workers.

Every boy who can should go to college for purely commercial reasons, if no other, since nothing pays so large financial returns as does education, declares an editorial in this week's Liberty.

The average college man earns \$150,000 during his lifetime of work, the editorial points out. "The boy with the high school education earns \$78,000. The untrained boy of the grammar schools earns \$45,000. And the shop-trained boy who has not finished the grade schools sinks below \$25,000."

"The untrained worker, starting at fourteen years, the editorial continues, 'earns less than \$2,000 during the years he should be in high school.' He reaches his peak of earning of \$2,200 a year at the age of thirty, heads that level till fifty, and then gradually loses his earning power. The high school boy, starting work at eighteen, passes the untrained boy in earnings before he is 22, reaches his peak (\$4,000 a year) when he is 40, and holds that level till 60. The college man, starting work at 22, earns \$14,444 a year at the start, and gradually increases his earnings up to the age of 60, averaging about \$6,000 a year."

WORKED BOTH WAYS

The maid was leaving, and her mistress said to her: "Mary, I should like to give you a good reference, but my conscience compels me to state that you never got the meals ready at the proper time. Now I wonder how I can put that in a nice way?"

"Well, ma'am you can say I got the meals late the same as I got my pay."—TH. HITS.

College Training Helps Man to Earn More

Figures Show Wide Differences
Between Money Made by 4
Grades of Workers.

Every boy who can should go to college for purely commercial reasons, if no other, since nothing pays so large financial returns as does education, declares an editorial in this week's Liberty.

The average college man earns \$150,000 during his lifetime of work, the editorial points out. "The boy with the high school education earns \$78,000. The untrained boy of the grammar schools earns \$45,000. And the shop-trained boy who has not finished the grade schools sinks below \$25,000."

"The untrained worker, starting at fourteen years, the editorial continues, 'earns less than \$2,000 during the years he should be in high school.' He reaches his peak of earning of \$2,200 a year at the age of thirty, heads that level till fifty, and then gradually loses his earning power. The high school boy, starting work at eighteen, passes the untrained boy in earnings before he is 22, reaches his peak (\$4,000 a year) when he is 40, and holds that level till 60. The college man, starting work at 22, earns \$14,444 a year at the start, and gradually increases his earnings up to the age of 60, averaging about \$6,000 a year."

WORKED BOTH WAYS

The maid was leaving, and her mistress said to her: "Mary, I should like to give you a good reference, but my conscience compels me to state that you never got the meals ready at the proper time. Now I wonder how I can put that in a nice way?"

"Well, ma'am you can say I got the meals late the same as I got my pay."—TH. HITS.

ADOPT U. S. METHODS
American quantity production methods are being used in the manufacture of a new German automobile, called the Brenner. It is a six-cylinder product, priced far lower than any similar car in Europe.

WIN RELIABILITY TEST

American-made cars won first and second places in a recent ten-day reliability run held in Australia, covering 1475 miles. An American car also won the dependability trial.

LINDBERGH'S MILEAGE

It is estimated that Colonel Lindbergh got 9.7 miles on a gallon of gas, in his flight to Paris, and 30.5 miles on a gallon of oil. The trip cost him \$85.80 in gas and oil.

MOST CAR LIGHTS ARE FOUND FAULTY

By NEA Service.
KANSAS CITY, Aug. 10.—In a general roundup of automobiles here, to test their headlights, it was discovered that only 28 per cent of the cars had lights in good condition.

Nearly 12,000 sets of lights were tested for defective bulbs, defective reflectors, broken lenses, or lights too dim or too bright.

Half of the cars, it was shown, had lights improperly focused.

Royalty Must Be Protected



When an automobile is considered safe for royalty, it isn't so much against the pitfalls of the highways, as against the terror of anti-monarchists. That's why this cabriolet for Queen Marie of Rumania has a body of bullet-proof armor. Even the glass is bulletproof. It's an American car with sleeve-valve motor, and is being prepared for shipment to the famous queen. The royal insignia, shown at the right, is an important part of the "equipment."