

## GOVERNMENT OFTEN ENCOURAGES WORK

London Distributor of Nash Laments Foreign Discouragements

F. S. Bennett, distributor for the Nash Motors company, London, England, in Kenosha for an inspection of the company's plants, is outspoken in his praise of "encouragement given the automobile industry" by the American government and is equally emphatic in his candid criticism of "the utter failure of the British government to grasp the possibilities of the motor car as an industry."

Mr. Bennett, an outstanding member of the automobile fraternity in London, is looked upon as a leader throughout England. He has represented manufacturers of American-made cars in London to the past twenty-eight years—the oldest American car representative, in point of service, in England. Mr. Bennett, an Englishman, is a keen business man, with a clear eye, a hearty handshake, and a thorough knowledge of the intricacies involved in the successful merchandising of automobiles.

"It is three years since I have had the pleasure of visiting America," said Mr. Bennett, "and most outstanding among my impressions is the comparison of the British and American governments with respect to the motor car industry today. In America, your government seemingly is doing everything within reason to encourage the motor car industry, and because of the gigantic proportions to which the industry has grown, benefits accrue to the government itself and to the people at large. On the contrary, we find a lack of understanding on the part of the British government that amounts almost to animosity. Just to illustrate how difficult the government there makes things, it has developed a system of taxation wherein a tax of one pound sterling is imposed for each rated horsepower. That levy, it may be seen, runs into a sizable sum of money when you consider it amounts to \$140. American money, on a car with 7 S. A. E. rating of 28 horsepower. For the most part, those engaged in the automobile industry in England feel that this sort of taxation is unfair and inequitable, for it does not accord with road usage is unequal, and limits design. What is worse still, it has robbed the British manufacturer of his proper share of the Colonial market."

"As though this were not enough," the Churchill government has now placed a tax of eight cents a gallon on gasoline. If the fund derived from this tax were to go to the building and maintenance of roads, it would be bad enough, but the fact is, the automobile tax money is disbursed for other purposes. In America, the gasoline tax imposed by practically all of your various states is devoted almost entirely, I understand, to the building and maintenance of public roadways.

"The highway development here is fairly astounding. Your country is one complete network of magnificent highways, radiating from all large metropolitan centers, and stretching, like ribbons, in all directions. This is a marvelous thing to behold, and when one considers that this development has taken place within the past ten or fifteen years, at most, it challenges the admiration of the entire world.

"I do not wish to be understood as implying that England has done nothing in the matter of improved highways, for it really has developed a very fine system for automobile travel; the point I do wish to make, however, is that the development there is not fast enough to take care of the near future demands of the automobile. Your highways are, for the most part, of concrete or some similar hard surface, while over there we have macadam built on a concrete foundation. It makes a splendid roadway, easy as velvet, and the material seems to stand up well under the strain of traffic.

"Traffic regulations, particularly in the larger cities here, are also a source of admiration. Fifth Avenue, New York, and Michigan Avenue, Chicago, present splendid examples of how thoroughly and scientifically the matter of traffic regulation has been developed. Traffic in London is well handled but this is not always true of smaller communities, whereas, in America, the tourist frequently encounters 'stop' and 'go' signs at congested cross-roads in the rural districts.

## ELECTION SEASON FAILS TO IMPRESS

Orderly Activities of Companies Stepped up to Higher Speeds

Kenosha, Wis., June 23.—That the traditional business uncertainty of a Presidential election year has failed to impress leaders of the automobile industry or to affect the vast preparations for expansion in 1928 and 1929 became apparent today when officials of the Nash Motors Company consented to partially reveal their plans for the introduction on Thursday, June 21, of the new and revolutionary Nash cars.

## CROSSING ACCIDENTS RESULT IN DEATHS

16,793 Persons Have Been Killed in Grade Crossings Since 1920

WASHINGTON, D. C., June 23.—Since 1920 a total of 16,793 persons have been killed in grade crossing accidents, the American Road Builders' association reported today. The year 1927 was marked by a noteworthy decrease for the first time since 1900.

During 1927, a total of 2,371 persons were killed and 6,613 were injured in these accidents. Louisiana reported the highest death rate with 3.02 fatalities for each 10,000 registered automobiles. Mississippi was second with 2.02 deaths per 10,000 cars. The lowest fatality rate was found in Wyoming where no persons were killed and only one injured at grade crossings during the year.

At the beginning of the year the American Road Builders' association asserts there were 206,533 unprotected grade crossings, an increase of 1,457 over the previous year. Texas had the largest number of unprotected crossings with a total of 11,771. Rhode Island had the smallest number of unprotected crossings, that state reporting but 58. Delaware was second with but 251. Wyoming, the only state which reported no fatalities, had 588 unprotected crossings.

A study of grade crossings accidents shows more persons to have been killed during the month of October than during any other month. The seasonal variation taken over a five year period shows 10.49 per cent of all fatalities to have occurred in that month, with the lowest death rate in February when 6.23 per cent of the casualties occurred. Increased haulage of freight and additional highway traffic during the fall are believed responsible for this variation.

The County Highway Officials' division of the American Road Builders' association have organized a committee to study grade crossing elimination and will report at the convention that will be held under the auspices of the association in Cleveland, January 14, 1929.

The casualties occurred during 1927 at grade crossings are reported by the American Road Builders' association from a tabulation made from work sheets and reports obtained by the Interstate Commerce commission. The record follows:

State	Total Inj.	Crossings
Alabama	34	143
Arizona	9	28
Arkansas	23	91
California	118	330
Colorado	24	48
Connecticut	10	23
Delaware	7	29
Florida	34	125
Georgia	36	137
Idaho	9	16
Illinois	206	567
Indiana	188	431
Iowa	35	148
Kansas	55	241
Kentucky	48	119
Louisiana	41	84
Maine	11	13
Maryland	20	38
Massachusetts	22	55
Michigan	118	388
Minnesota	35	101
Mississippi	52	123
Missouri	44	142
Montana	4	32
Nebraska	23	56
Nevada	3	5
New Hampshire	12	21
New Jersey	89	206
New Mexico	9	19
New York	193	453
North Carolina	33	113
North Dakota	10	82
Ohio	300	619
Oklahoma	41	141
Oregon	16	29
Pennsylvania	139	434
Rhode Island	1	6
South Carolina	11	69
South Dakota	13	28
Tennessee	43	123
Texas	86	350
Utah	4	24
Vermont	10	23
Virginia	49	71
Washington	20	73
West Virginia	22	55
Wisconsin	63	206
Wyoming	None	2
Dist. of Columbia	23	
Totals	2371	6618

## BETTER MACHINES; TOURING POPULAR

Motor Vacationists Assured Safe Return Under Power of Own Car

The mechanical reliability of the present day automobile is an important factor in the growing popularity of motor touring as a summer diversion. Not many years ago, the motorist seldom dared to venture far from town. If he did, he could be reasonably sure of spending the night in a farm house.

But times have changed. The motor car no longer is a mechanical question mark. It has gained in speed, comfort and above all in reliability. A thousand mile tour offers no greater mechanical hazard than a drive around the block. This, of course, is due to the untiring efforts of automotive engineers. Eternally seeking that elusive "something better," they have engineered the uncertainty out of the automobile.

No small part of this work has been done by the engineers of the Oakland Motor Car company. Working in conjunction with the General Motors engineers, they have pioneered countless improvements which enable the tour-

## THE MOTOR SHOP No. 2

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At factory headquarters in Kenosha today the sales department was making every effort to fill telegraph orders from dealers who have been bombarded by old Nash enthusiasts for immediate delivery of new models in spite of the fact that none of the purchasers and few of the dealers had actually seen the cars they are so eager to acquire. The wires were coming in from every point on the compass and some of them disclosed a lively rivalry among dealers.

Further revelations of the construction and design of the new models indicate that one of the most interesting features of their power plants will be a new and greatly advanced use of new engineering principles in relation to a score of mechanical innovations to improve operating control and riding comfort. The models, according to engineers, combine unequalled "performance" with a beauty in line never before achieved in their field.

The new bodies are said to be the result of more than a year's cooperative effort on the part of Nash engineers and Seaman coachbuilders, who have succeeded in perfectly coordinating body and chassis design. Although company officials declined today to make public further details of construction, they declared that American automobile fans may expect the thrill of the season when the complete public showing is staged in every city and town of the country.

The GMR cylinder head, standard on both Oakland and Pontiac, gives further assurance of uninterrupted touring pleasure. On the road, one frequently must buy any brand of gasoline that may be available. But gas is gas to the GMR head. It has no preferred brand. And it drinks in moderation.

These are some of the major reasons why the Oakland and Pontiac sixes are popular among tourists. The excess power and ease of handling permit sustained travel of 300 to 400 miles per day without fatigue, and the care mechanical stamina, combined with their long springs, Lovejoy shock absorbers and luxuriously cushioned interiors, make touring a comfortable delight instead of a hardy adventure.

The camshafts which silently operate the valve mechanism in

## the Oldsmobile engines require more than 40 operations to manufacture.

One of the most interesting places to visitors at the Oldsmobile room. There they see the newly assembled engines start and operate like veterans.

For instance, if the reader recalls the early days of mountain touring, he will remember at least two reasons for frequent roadside halts—the boiling radiator and the difficulty in feeding his engine sufficient gasoline on a long up-grade pull.

Today, in his Oakland or Pontiac Six, he negotiates these same grades with ease. The cross-flow radiator, exclusive feature of the Oakland and Pontiac, is so designed that loss of water by evaporation is practically nil. Water that does vaporize in the engine is condensed and put back to work with out being allowed to escape from the radiator cap.

Another feature is the fact that both cars are equipped with a positive feed fuel pump. Geared to the engine, this pump ignores the decreasing atmospheric pressure encountered at the higher altitudes and provides exactly the right amount of gasoline.

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30x3 1/2 First Grade Kelly ..... \$ 9.00	\$ 7.95
31x4 First Grade Kelly ..... \$17.50	\$15.50
32x4 First Grade Kelly ..... \$19.50	\$16.35
30x5 First Grade Kelly ..... \$28.30	\$24.75
33x5 First Grade Kelly ..... \$31.90	\$27.10

Old Price	New Price
29x4.40 First Grade Kelly ..... \$11.45	\$ 9.95
30x4.50 First Grade Kelly ..... \$13.50	\$11.10
29x4.75 First Grade Kelly ..... \$14.55	\$12.55
30x5.00 First Grade Kelly ..... \$16.30	\$13.45
29x5.50 First Grade Kelly ..... \$20.75	\$16.60
31x5.25 First Grade Kelly ..... \$19.55	\$16.10

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