

## STATES ABOLISH CAR SPEED LIMIT

Five States Increase Maximum; Five Others Abolish Legal Limit

Speed limits are slowly, if not surely, catching up to automobiles.

As to actually overtaking them, the possibility seems rather remote, engineering seems rather more speedy than legislation. But there are two things happening to speed laws that are making the lot of the motorist happy and a third that probably would make it happier than the other two.

The first satisfying thing is that speed limits are being liberalized in virtually all quarters of the country. The second is that, elsewhere, they are being removed altogether.

The third, eventually, and it is no more than that at present, is that following the abolition of the arbitrary maximum there may come an arbitrary minimum speed. It is held to be a natural step and there are forward-looking officials and motorists in both this country and England who are not so certain these days that the slow driver is more of a menace than the fast one.

In recent weeks, five States have officially gone on record as favoring higher maximum speeds on their highways. Minnesota has gone from 20 to 35; Mississippi from 30 to 40; New Mexico, Ohio, and Oklahoma from 35 to 45. At the same time, Tennessee and Indiana have gone even further and abolished the maximum law altogether.

In this action, they have followed the course of Connecticut, Michigan and Montana. Any way it is counted, that makes five states out of the 48 that have gone to higher speeds.

Just 43 states to go and then there will be no arbitrary maximum speed limit. Then, many insist, the next logical step is to establish a minimum limit below which the driver may be arrested as dangerous.

A minimum speed limit law is not a brand-new idea. Several years ago, John M. Mackall, then chairman of the Maryland State Roads Commission, sponsored a measure in the Legislature for the establishment of a low speed limit of 20 miles an hour on State highways. The bill failed to pass but it died a gallant, fighting death, and its friends have by no means abandoned hope.

At that time, Mackall was unqualifiedly certain that the slow driver was more of a hazard on the open road than the fast one. Motorists, generally, and traffic officials, too, are rapidly leaning to the viewpoint expressed when the bill was beaten; namely, "they just are not ready for it yet. It will come. It is as inevitable as the necessity for liberalizing the maximum speed laws."

One of the "scientific" foremost traffic authorities, commenting in a similar vein, says: "In a country fettered by traditions and hampered by prejudices, new departures are slowly made. Paradoxical as it may seem, one great stride toward road safety could be made by enforcing a minimum instead of a maximum speed along straight open roads." Continuing, he cites one specific study along a prominent highway, where, he says, "at numerous points along the way there were little danger eddies, each created by the presence of one slow vehicle which everybody wanted to pass and which there never was room to pass very safely."

On America's wider highways, exactly the same situation prevails. Never does a driver encounter it but that he begins to think it something about which "there ought to be a law." When enough get to thinking it and the theory is proved sound, there will be a law unless many are guessing very badly.

An interesting application of the minimum speed limit idea is being tried with a success on the James River bridge in Virginia. And, on a bridge, too. That is something to think about and at first blush, it might seem the very worst place to enforce such a regulation.

The James River bridge, one of the world's longest, is five and a half miles from end to end. Its sponsors have specified that no driver using it shall cross at a speed lower than 35 miles an hour although, for some older cars, this speed is fairly close to the maximum of which the vehicle is capable. The regulation is working with safety.

### Prominent Flyers Invited to Meet

LOUISVILLE, Ky.—This city is extending invitations to more than a hundred outstanding aviators to attend the aviation flight program which will feature the eleventh annual convention of the American Legion, to be held here Sept. 20, Oct. 1, 2, 3.

Claims totaling \$1149.45 have been paid to Statesman readers by the North American Accident Insurance Co. in less than one year. These claims were paid on the \$1.00 policy issued to

## Now on Flight



"Tex" Rankin, Portland aviator, and the tiny plane he will fly in today from dawn to dusk spanning the Pacific Slope from Vancouver, B. C., to Agua Caliente, Mexico. See news story on page 16.

## FAMED WASHINGTON ELM IS REPLACED

SEATTLE, Wash. (AP)—Although the historic Washington elm has fallen before the onslaughts of time, a descendant of the famous tree soon will mark the spot in Cambridge, Mass., where George Washington took command of the Continental army July 3, 1775.

This new Washington elm is being grown by the University of Washington, proud possessor of the only scion of the treasured elm that died in 1923. Twice have been bent into two boxes of earth placed in the tree top and when the twigs take root they will be sent to Cambridge.

The University of Washington's elm was planted on the campus Arbor Day, 1902, after Arthur J. Collins of Spokane, Wash., a Washington graduate, had spent nearly four years in attempting to grow trees from slips taken from the Washington elm.

Collins, while doing graduate work at Harvard, took more than 20 slips from the historic tree. Two twice cut in 1900 finally took root and were shipped to Seattle in 1902. At the university they were planted together by Prof. Edmond S. Meany, who hoped that at least one would grow. Both grew and today the tree is distinguishable by its twin trunks.

The idea of obtaining a scion of the famous tree for the University of Washington was conceived by Collins after he had seen the Washington elm. After considerable waiting and "no little red tape" he was given permission to cut the slips and if necessary to try boxes in the tree top. The slips grew, no boxes were used.

The tree thrived here and after the death of the original elm, Cambridge officials asked that the university's elm be moved to Cambridge. Fearing that such a move would kill the tree, the university refused the request.

A few months ago the boxes were placed on two limbs and in a short time Prof. Meany hopes to send a new Washington Elm to Cambridge.

## RICH MAN'S SON IS SPEED BOAT RACER

LOS ANGELES—(AP)—From putting around with an outboard motor boat, James Talbot, Jr., got an "itch" for developing speed boats which would show the world a thing or two.

The son of one of California's leading oil men has just completed two boats which he believes are of super-power capacity and which he hopes to send fame-chasing in the gold cup trophy races at Red Bank, N. J., in August and in the Harmsworth International speed races at Detroit in September.

Talbot's latest water conquest was the winning this summer of the Duke of York trophy at London with Miss Ricco III. The Miss Ricco is a 151 class speed boat of 91 cubic inch displacement. Ralph Snoddy, internationally known pilot, drives all of the Talbot boats.

The 25-year old racing enthusiast has lived most of his life at Balboa, Cal., near the ocean. Several years ago he became interested in outboard motor boats and sent several of his speed sensa-



## HEARING ON POWER PROJECT AUGUST 21

The proposed Northwestern Power Company franchise before the Salem council and the Salem chamber of commerce three months ago relative to utilizing Marion lake in Marion county near Gates for power purposes by the Northwest Power company is to be considered by the Reclamation Commission of the state of Oregon in Portland on August 21. It is announced by C. M. Granger of the department of agriculture of the United States government.

The application as filed proposes the construction of a dam 35 feet high on the North Santiam at a point about 10 1/2 miles east of Detroit, and the construction of a dam at the outlet of Marion lake for the purpose of creating a storage reservoir that will raise the water level of the lake 70 feet.

At its recent convention in Denver, the Northern Baptist church and the Disciples of Christ into one sect will be the most important business at the international convention of the latter here August 8 to 14. Some 5,000 delegates will take part in the proposal.

The object of the hearing is to inform interested parties with respect to the proposed development and to give them, or their authorized representatives, an opportunity to express their views frankly, fully, and publicly concerning the expediency and advisability of granting a permit. Matters of power development, flood control, navigation, and other public interests will be considered at the hearing.

## COCONUTS GROWN TO APPEASE IDOL

SUVA, FIJI—(AP)—Converted from cannibalism, the natives of the island of Ambrym in the New Hebrides spend their time in dodging earthquakes and raising coconuts with which to appease the fire god of the volcano Bembow.

Ambrym is only 50 miles in circumference, and its mountainous surface is much occupied by four volcanoes, with sixteen craters. However, it is pointed out that only Bembow explodes often and with accompanying quaking of the earth, while Marum has not erupted since 1913, and another fire mountain on the southwest point was active last in 1888. Tenin has not smoked for thousands of years.

Harry H. Rogers, president of the international convention of the Disciples of Christ, will preside. He is president of the Oklahoma state chamber of commerce and heads several banks in Oklahoma and Texas.

## OAKLAND'S TYPE OF RADIATOR IS LAUDED

With the advent of the dog days bringing the peak of summer touring, the warm weather operating advantages of the Cross-Flow radiator become increasingly evident, it is pointed out by B. H. Anibal, vice-president in charge of engineering for the Oakland Motor Car company.

An exclusive feature of the Oakland Al-American Six and the Pontiac Big Six, this new radiator embodies patented features of design which enable it to reduce loss of water vapor to a point far below that of any other system, Mr. Anibal asserts.

"The Cross-Flow radiator," he continued, "differs from the conventional design in that the water passes horizontally through the core instead of vertically from top to bottom. Hot water returning from the engine enters a closed vertical tank at one side of the honeycomb core and about one-third of the distance from the top of the tank. This side tank does not connect with the upper tank. The only possible course that the water can follow is across through the horizontal core passages."

After "cross-flowing" through the core the water enters a vertical return or cool water tank at the opposite side of the honeycomb. A top extension of cool water tank connects the cooling system with the filled neck.

"In the conventional radiator the hot water and the accompanying hot water vapor flow directly into a top radiator tank connected with the filler neck and the overflow pipe, from which at least the vapor may escape. But in the Cross-Flow system the water and vapor, first being sent through the radiator passages, are chilled and the vapor condensed back into liquid form before reaching any possible contact with the outside air. Even under the most severe conditions of heat and sustained driving the new principle employed in the Cross-Flow system proves so efficient that loss of radiator water is negligible and the engine is properly cooled regardless of weather, altitude or speed."

Another disarrangement came when Charley Dawes traded that underslung pipe for a British one. Oakland Tribune.

## Self-Starter Invention Transformed Industry

Inside Stories of Motor car Development Told in "Men, Money and Motors"

Publication of the book, "Men, Money and Motors," reveals for the first time the story behind the development of the self-starter. The authors, Theodore F. MacManus, Detroit advertising man who has been intimately identified with the automobile industry for nearly 25 years, and Norman Beasley, say this invention, more than any other single development in the industry since the inception of the first car, has been the motivating force behind the vast popularity the motor car has achieved.

It is a morning early in 1910. The scene is in the office of Henry M. Leland, then president of the Cadillac Motor Car Co. Charles F. Kettering, an electrical engineer, and even then a man who had assumed a dominant role in the inventive phase of the automobile business, was telling Leland of his idea for a self-starter. Leland, after listening, began discussing the death of a dear friend.

The story from the book continues: "He was driving across the Belle Isle bridge, here in Detroit," Leland was saying, "and he saw a woman trying to crank a stalled car. Stopping his machine he got out, went over and asked if he could help."

"The woman thanked him and explained she did not have sufficient strength to spin the motor. He grasped the crank handle. Tried to spin it. The engine kicked back and the handle struck him in the jaw. Unthinkingly, the strange woman had not retarded spark. My friend died—from the injuries."

Leland got up from his chair, walked over, and stood looking out of a window. His lips were trembling. His eyes were moist. Kettering, staring at the floor, was silent. Finally the manufacturer turned back.

"You know, I loved that man. I am glad you are going to work on something that will do away with hand cranking."

Kettering returned to Dayton and through the hours on the train he thought of little else. A self-starter for an automobile. All through the next day it was in his mind. And the next day—and

the next . . . until days crept into weeks and weeks grew into months. A year later he brought what he had built to Detroit and demonstrated it to Cadillac engineers. They were skeptical.

"It won't work," they declared, as he concluded his theoretical explanation.

"How do you know?" he challenged.

"Because it takes from two to five horsepower to crank an automobile."

"Does it?"

"Don't you know that it does?"

"No."

"Well, it does," they affirmed. Then asked:

"How does this device work?"

"It operates off the storage battery."

"This must have sounded ridiculous to them, for they laughed. 'Don't you know that no small storage battery can furnish enough power to crank an automobile?'"

"No."

"Well, the companies making the batteries will agree to that. The batteries will unimpaired."

"How do you know this starter won't work until you try it?" he asked.

That sounded reasonable as a suggestion so they made the test. The self-starter worked.

The reason it worked was because Kettering had spent months and months experimenting and perfecting its details. He knew his device would respond to all necessary demands placed upon it. A year before, electrical engineers had told him that a small storage battery, could not furnish enough power to crank an automobile so the arguments the automobile engineers advanced were theories he had already eliminated.

Once his experimental car slid into ditch, breaking his leg. That same night the garage which contained the Cadillac test car on which had been installed the only other self-starter in existence, was destroyed by fire.

If all the progress that had been made toward getting the self-starter on an automobile were not to be lost, then someone had to put it in working order, so performance tests at the Cadillac Motor Car Co. could be continued. No

other person was familiar enough with the mechanism so Kettering, two days after his accident, with his broken leg in a heavy cast, traveled 200 miles on a train from Dayton to Detroit—and worked on his back, underneath a car, until he had his starter again in operation.

Several months later, in June, 1911, Cadillac announced electrical starting, lighting and ignition as standard equipment for its cars. Mr. Kettering, inventor of them, is now president of the General Motors Research Laboratories and a vice president of General Motors.

Since this memorable contribution to the industry he has likewise been responsible, probably more than any other single individual, for two other tremendous accomplishments, Duco and Ethyl gasoline. Development of the latter was a direct outgrowth of the self-starter, since engineers who found fault with the starter held it responsible for what they called a "spark knock." Kettering argued they were wrong, that the "spark knock" was actually a fuel knock, journeyed to the far frontiers of the elements seeking proofs, and came back with Ethyl gasoline after probably 100,000 experiments.

Cadillac announced the starter. Kettering is known as a brilliant genius of the motor car. Sales of motor cars in 1911 were 199,331, greater than that of any month.

But men's hearts and minds are guided today in much the same way as then. And in the Cadillac plants, men who have grown gray in the fascination of intimate contact with things automotive, are pausing to reflect back to that wintry day of years ago when Kettering convinced them that his starter would actually work.

And youngsters at Cadillac, many of them still in rompers on that memorable day, are listening to that story and kindred others of motor car romance because the and selling motor cars, now grown to be the greatest single industry in the world that can be classified, still retains all the glamor and all the romance, perhaps, that it did in those days gone by.

The farm board is to stabilize the agricultural industry, but how about stabilizing the consumer? —Racine

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