

# New Ocean Highway Folder Just Off Press

## Feature Is Speed Laws And Map Brought Up-to-date

Containing a new section which contains the automobile speed laws of the nine states through which the route travels, between New York and Florida, the 1955 edition of the 24 Panel Ocean Hiway map folder is off the press and now available for free distribution from association headquarters.

William T. Schwartz, Secretary-Treasurer of the non-profit Ocean Hiway Association, announces that one million copies of the 1955 Ocean Hiway map folder have been received from the printers. The new edition, he says, contains many improvements, in addition to the state speed law feature, and its detailed maps have been brought right up to date. The folder contains not only a complete map and mileage table of the entire Ocean Hiway route but also a map showing New England routes that connect with the Ocean Hiway route, and a complete highway map of Florida. In addition there is descriptive text about the member cities and important places to see enroute; also listing of inspected and approved member places to stop, to dine and to have automobile services.

"The Ocean Hiway route is advertised, and so acknowledged by motorists, the safest and fastest route between New York and Florida," commented Mr. Schwartz, "and this is made possible by the fact the route traverses the level coast, away from hills, sharp curves and dangerous ice and snow, and it avoids the delaying congested traffic of big cities."

Copies of the 1955 Ocean Hiway map folder can be obtained free, by postpaid return mail, by writing Ocean Hiway Association, P. O. Box 1552, Wilmington, Delaware. In addition to the map folder, a copy of the round the clock ferry schedule of automobile and transport ships on the Chesapeake Bay crossing will be mailed. The Chesapeake Bay crossing provides the featured water link of the Ocean Hiway route and gives motorists an enjoyable and restful hour and twenty-five minute voyage.

The official route of the popular Ocean Hiway, from New York City to Jacksonville, Florida, is 1,015 miles in length. It follows the New Jersey Turnpike, or U. S. 130, across the Delaware Memorial Bridge near Wilmington, then U. S. 13 down the Del-Mar-Va peninsula to Kiptopeke Beach, Va., where the Chesapeake Bay crossing is made to Little Creek, Va. The route continues on U. S. 13 to the intersection with U. S. 17 just south of Norfolk. There the Ocean Hiway takes a left turn and follows the main route of U. S. 17 for 673 miles along the historic and picturesque coast of Virginia, North Carolina, South Carolina and Georgia, to Jacksonville, Florida.



# 60 - SECOND SERMONS

—By—  
FRED DODGE

TEXT: "Conceit is God's gift to little men."—Bruce Barton.

A small town politician was appointed to a minor job in Washington. His head became much larger than his job. Then he returned to his home state for a political rally. In a crowded room he rudely jostled a local citizen who expressed his annoyance. The appointee drew himself up haughtily and demanded:

"Do you know who I am? I am the Senator's appointee in Washington!"

The local citizen looked at him for a moment and replied:

"That fact is, perhaps, an apology. Most certainly it is a complete explanation."

Rudeness is a badge of conceit. When we encounter rudeness, the feeling of self-importance always shows through. And when we are rude, a moment of self-examination will show us that we have been feeling our own importance. Truly great people are humble people. And a humble person is never rude. "Conceit is God's gift to little men" and rudeness is conceit's advertisement.

an hour.

Commodore Harrison B. Moore, of the Atlantic Yacht Club, is having a boat built which is expected to be among the flyer class. The hull is being constructed by the Electric Launch Company of Bayonne, New Jersey, and his motor is built by Craig. The dimensions of the Moore craft are 60 feet overall, 58 feet waterline, beam 7 feet, draft three feet. Of double skin construction, it has cedar on the inside, mahogany on the outside. The 170 horsepower motor is lightly constructed and while the engineers and designers are not saying what speed they expect, they seem to believe it will be among the season's top craft.

New York, 1904: "There will be racing galore this season. The American Power Boat Association's schedule has not yet been announced, but there will be at least three regattas with classes for auto boats, cabin launches and the small low powered, open boats."

London, England, 1904: "English and French auto boat enthusiasts are arranging for a race across the channel from Dover to Calais. The racing craft are to be conveyed by torpedo boats of both countries. If the sea is calm the torpedo boats will be hard pressed to keep up."

Plymouth, Mass., 1904: "The number of power boats in the Plymouth Yacht Club is greatly on the increase. There are now ten power boats in this club and an auxiliary 36 foot knock-about. The types vary from dories to cabin launches and each is fitted with a different make of engine."

New Orleans, La., 1904: "The Southern Yacht Club is by no means behind in its interest in power boating, there being seventy-five boats in the club. This organization, which maintains a city office at 612 Gravier Street, flies its flag on Lake Pontchartrain. Besides the seventy-five already listed in the club many new ones have been ordered and there will be a power boat regatta during the coming season. If the S.Y.C. does not hold a regatta of this sort, then the Power Boat Division suggests they will organize a power club independently and hold a series of events during the coming year. A new boat soon to be seen at S.Y.C. is being built by the Gas Engine and Seabury Company. A forty-five footer, she is guaranteed to make twenty miles an hour and should be the pride of the fleet."

New York, 1904: "Standing on the Central Bridge over the Harlem River at 155th Street, the spectator can look with one eye down a long aqua-

tic avenue alive with boats and with the other eye down a long avenue on terra firma filled with quick moving land vehicles. It is a stirring and attractive spectacle all around, this view from Central Bridge."

A famous designer had this to say about power boating in 1904. "It has been estimated that there are from twelve to 15,000 boats in this country." (Today there are over 5,000,000.) "These boats are driven by gas, naphtha or electric motors. There is hardly a piece of water in the country but what will have one or more power boats used for pleasure. Motors are also now being used for commercial purposes and motor boats can be purchased for from \$100 up. The evolution of the gas motor may be largely credited to the yachtmen. If yachtmen had not used the motor in its infancy it would never have been developed for profitable, commercial use. Just what the limit of speed is with these gas motors is hard to say. It would seem there will be no limit to power, as motors are now being built from 20 to 500 horsepower."

So went the latest news in 1904. The following advertisements appeared the same year. Some of the products may be remembered.

"New acetylene gas yacht headlights. Throw a powerful light 1,100 feet ahead. May be controlled from above or below decks. Easy to operate. Prices \$50 to \$75. See the sample display at Twentieth Century Manufacturing Co., 19 Warren St., New York, N. Y."

The Eagle Bicycle of Torrington, Conn., advertised: "Write for free catalog on Eagle and Union gas marine engines. Two to twenty horsepower. You may buy them with confidence."

Advertisement by the A. H. Funke Co., of 83 Chambers St., New York, read: "Imported high speed motors in stock. 9 horsepower, double cylinder, \$350. 11 horsepower, double cylinder, \$400."

The St. Joseph Boat Manufacturing Co., of St. Joseph, Mich., had a special: "Our 18 foot launch, complete with Spaulding 3 horsepower engine, only \$380. Can't be beat."

The E. J. Willis Co., then at 8 Park

Place, New York; the Chelsea Clock Co., of 16 State St., Boston; and Palterra firma filled with quick moving land vehicles. It is a stirring and attractive spectacle all around, this view from Central Bridge."

The following advertisement, which appeared fifty years ago might have come from the current issue: "Build Your Own Boat, in your leisure time. It's easy when we show you how. Over 6,000 amateurs successfully built boats last year. Fifty per cent of them have built their second boat. Many have become professional boat builders (this I can believe, I see their hulls every day). We furnish everything in our full line of knocked down boats. With our system you can't fail. Brooks Boat Manufacturing Co., 2300 Ship St., Bay City, Mich., U.S.A."

Looking through these back issues, I find the things that interest boatmen have changed little in the past fifty years. The next time a reader of this magazine cruises south, if he will stop at Olson's Yacht Yard, St. Simons, Georgia, he may be allowed to look at these early issues of The Rudder.

### He Asked For It

One night a "sob speaker," with tears streaming down his cheeks and his face distorted with anguish, was telling an audience how his little Sarah Ann went home to the angels with her doggie clasped tightly in her arms.

"Oh, Lord," he sobbed, arms raised to heaven in agonizing supplication, "Oh, Lord, why couldn't you have

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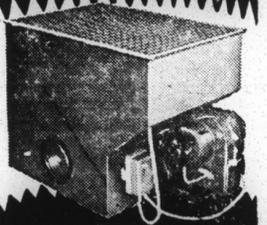
HOME OFFICE  
COLUMBUS  
OHIO

taken me instead?" From the rear of the hall came an eager cry, "It ain't too late, Lord, do it now."

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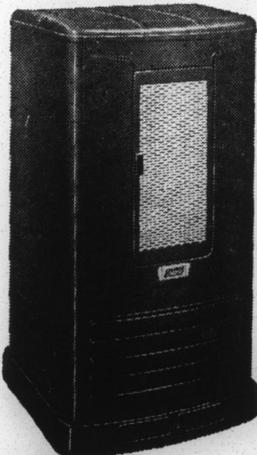
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