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HEILIG AND MEYERS

PHONE 372

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Fool-proof Motor Cars To Lessen Highway Perils

Safety Board of Control and Stronger Auto Bodies Are Urged

BOARD OF SAFETY CONTROL to use the construction of safer automobiles and aid in reducing the accident rate was proposed to Secretary of Commerce Hoover, chairman of the National Conference for Street and Highway Safety, held recently in Washington.

This proposal was offered by Fred W. Johnson, of Philadelphia, who is known as the father of "safety first." He is probably the earliest pioneer in the safety movement in this country. In the conference, which had been called by President Coolidge and was attended by representatives from every state in the Union, he was the only voice that championed the driver.

While admitting the deficiencies of many drivers, Mr. Johnson also pointed to the manufacturer of the automobile, whom he declared was also partially responsible for the present hazard of the highways. In urging the establishment of a "Safety Board of Control" to encourage the manufacture of "fool-proof cars," Mr. Johnson suggested that it be composed of manufacturers or their representatives.

In proposing his new approach to the solution of the highway problem, Mr. Johnson declared that automobile manufacturers have a direct responsibility to their patrons and that every motor car owner and driver has a right to expect the machine he buys is mechanically safe in construction, design and equipment.

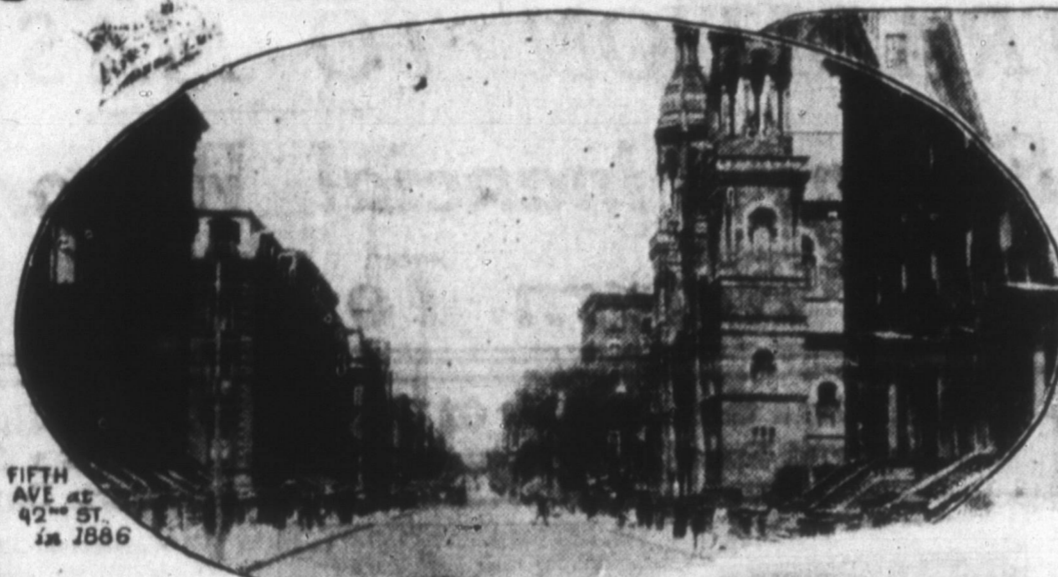
"It is a serious question whether manufacturers in the past have given adequate thought to the safety of safety in the cars they have sold to the general public," he asserted.

Manufacturer's Responsibility

"Over a period of years our motor car manufacturers have stressed comfort, convenience, roominess, high speed, low gas cost, beauty of design, luxurious fittings, low operating cost and durability. Little thought seems to have been given to the safety factor.

"On the contrary, every effort has been made by individual manufacturers to stimulate purchasing by speed tests and other enterprises which for years have stressed most prominently the very factor which has destroyed many thousands of lives each year and inflicted grievous injuries upon countless other thousands.

"The situation is fortunate in that the interest of business is also the interest of humanity. There is no conflict. The manufacturer desires that his customer shall receive value for his money. But can one



FIFTH AVE. at 42nd ST. in 1886



FRED W. JOHNSON



conscientiously say that purchasers are receiving value when one counts the toll of dead and injured on our highways?"

The traffic laws now in force cannot be counted upon to prevent accidents due to careless driving, he said. Mr. Johnson pictured an ever increasing number of traffic laws which he declared will only confuse the situation, unless intelligent co-operation from the manufacturer is forthcoming.

"Safety campaigns by the police and allied safety organizations will become more and more intense, but all the police in the country could not prevent the accidents happening in New York City alone, not as long as there are the same number of cars on the streets as there are now," he said.

Precedent for Legislation

"A solution is to be found in developing fool-proof safety cars. It is a problem for the mechanical minds of the country. A problem that the manufacturers will do well to consider carefully if they wish to avoid the unfavorable legislation. For it may be counted upon as surely as the sun rises and sets that when all other methods have been tried, the legislatures of the various states will step in and tamper with the machinery. They will specify definite safety construction for all cars within the bounds of their states. It is only a step from regulating the power of headlights, as they do now, to the limiting of the power and speeding capacity of the cars themselves.

"A railroad official in whom I have confidence told me that because the railroads neglected to take safety precautions in the early days, they are now paying the penalty by being required by law to spend many millions annually on safety devices that are impractical.



HERBERT C. HOOVER

Alongside these superfluous devices which must continually be kept in order are now functioning more efficient methods which railway officials declare are responsible for the low accident rate at present.

"Picture the state of things to yourself. Suppose Kansas suddenly gets the idea that thirty horsepower is enough for any car and that thirty miles an hour is plenty fast enough. They can prevent any car crossing their border that is capable of more power than specified. Then suppose Wisconsin looks with approval on the Kansas law. The legislators there may think that twenty-five miles an hour is fast enough and twenty horsepower enough. Motorists from Wisconsin may visit Kansas, but what will the Kansans do with

their cars if they wish to visit Wisconsin? And once the merry game gets started, there is no telling where it will stop.

Stronger Simpler Autos

"I do not believe in a legislative remedy where it can be avoided. Much can be done by education. It is almost as effective as fool-proof cars. But it is impossible to educate all the drivers, and even if ninety per cent. of them could be reached, the other ten per cent. would be a deadly menace to all the others.

"By a fool-proof car I mean one that can be handled safely by the average run-of-the-mill driver. Everything about the operation should be as simple as possible. One of the principal requirements is that the driver be given a maximum view of the road. This is particularly true of closed cars where often the posts on either side of the windshield are bulky and cause 'blind spots' that will completely hide another car coming at a high rate of speed only two seconds away, or a pedestrian crossing the street.

"We must take a leaf from the experience of the railroads and adopt entirely steel construction of automobiles just as this type of construction has been adopted for railway coaches. The steel construction permits much smaller windshield posts and at the same time provides protection when accidents are unavoidable, for they sometimes are unavoidable. Steel will not splinter or burn, and it takes a great force to crush it.

All-Steel Body Important

"The all-steel body is one of the most important considerations in making automobiles safer. The problem of efficient brakes is also important. Brakes should be designed to require as little adjusting as possible and should be adequate for all emergencies. The larger the surface of the tire on the road the greater the braking capacity.

"There are innumerable other details, all of which have their specific importance. The steering gear should respond quickly and easily. Daily worn tires should never be used on the front wheels. Many types of bumpers are dangerous. They should all be a standard height from the road, so they will not overlap and hook, or in the case of many used today, catch the clothes of pedestrians who pass too close to the rear. The intensity of headlights should be limited within the bounds of actual needs for moderate driving and should be uniform all over the country.

"These problems are all within the power of the manufacturer to solve. The legislatures also have the power and can force them arbitrarily upon the automobile industry should it fail to meet the needs. But in this it would be an expensive burden upon the manufacturers because of meeting the various ununiform requirements."

AUTOISTS TO BE CAUGHT IN RUSH

Many Will Be Left Without Licenses On July 10th, It Is Predicted

Raleigh, June 29.—A lot of North Carolina automobile owners are going to get caught in the final grand rush to get their automobile license plates and come up on July 10 with nothing but the old null and void plates in their possession, unless they show considerable more speed than has been evidenced the past three weeks, according to officials of the automobile license division of the department of revenue. They reported that to date only 75,000 license plates have been issued, leaving approximately 325,000 that must be obtained in the remaining days until July 10, the final date upon which license plates may be obtained without penalty.

Business at the local offices of the license division was picking up somewhat today, with long lines of car owners standing outside the windows where applications are made and license plates issued. The mails, too, were bringing in some additional applications, indicative of a decided increase in applications, indicative of a decided increase in the next week wanes.

"But too many have already delayed too long," said one of the heads of the department. "Although we have additional facilities for taking care of an enlarged number of applications, it is now almost certain that there will be some who will delay sending in their applications until too late to get their licenses to them by July 10. However, if everyone will attend to sending in their application in the next day or two, it will do much toward relieving the congestion the last few days."

It was pointed out that licenses can only be obtained for the same car which belonged to an owner last year, or for a new car, and that where cars have been sold or exchanged, the

Rich Dog Buried With Lot Of Pomp

St. Louis, June 29.—Joe IV, 12-year-old heir to a \$10,000 estate, who spent the declining months of his life in quietude and in mourning the loss of his reclusive companion, has gone to his last resting place.

Joe IV was only an ordinary fox terrier and while his canine mind was not aware of the fact, he virtually was the owner of his master's estate.

So, in keeping with the wealth he left behind, a ceremony befitting the instrument of a wealthy dog, attended the burial of Joe IV in a copper box in a grave alongside the remains of Joe III, as strictly provided for in a will left by his master.

His master, Jacob Siler, 84-year-old recluse, who lived in an old shack on a farm near here, died about a year ago. Being a Civil War veteran, he was buried in a soldier's grave at Jefferson Barracks.

Siler and his dog had been inseparable companions. A little more than a year ago, the old soldier, realizing his days were nearing an end, drew up a will—an eleven-page "Dog Joe Agreement"—which provided for his companion's comfort and burial after Siler's death.

An attorney drew up the agreement.

PREMIER BRIAND'S CABINET IS GIVEN VOTE CONFIDENCE

Paris, June 29.—Premier Briand's tenth cabinet went before parliament today, presented its program and won a vote of confidence from the chamber of deputies.

The vote came on a demand from the Premier that interpellations on the financial situation be postponed. He made the question a vote of confidence.

THIS FAMILY IS VERY LARGE ONE

Western North Carolina Man Has Unusually Large Brood

Burnsville, June 29.—Marvel Silvers, living at Higgins, near here, cannot entertain all his family at one time. It is not that his home is unusually small—rather that his family is unusually large.

There are 11 living children, 82 grandchildren, 400 great-grandchildren, a respectable array of great-great-grandchildren and few great-great-greats.

Mr. Silvers himself is upwards of 98 years old. He may be older, for his family records have been lost.

It is said that he offers no theories to account for his unusual longevity. He even claims that he is older than 108, but there are a few hundred of his descendants who say that it is a natural egoism on his part to want to appear old.

Living at the foot of the mountain on which he has lived all his life, Mr. Silvers, indicates that the fresh air thereabouts may be partly responsible for his continued health. His farm is located as so to be almost perpendicular and a mere walk from the house to the barn, Mr. Silvers has said, is more exercise than the average golfer would like for one day.

The old man looks upon the present world with a philosophic calm. Things are neither better nor worse than they used to be, he thinks.

"In some places there's lots of good people and in other places lots of bad ones," The Lord evidently wants them all to be good but I don't suppose they ever will be."

He sums it up in this manner: "He admits that he has lots of descendants and speaking of them he says: 'I'd like to see them all, but I hope they never all decide to come at the same time.'"

Nude Women Are Defended By Shubert

Paris, June 29.—"Nothing in the world is more artistic than a naked feminine body," said Lee Shubert, the New York theatrical manager, to a reporter of the Paris edition of the New York Herald-Tribune, when asked concerning Flo Ziegfeld's campaign for modesty on the stage.

"The world has no objection to nudity in sculpture or painting," said Mr. Shubert, "so why object to it behind the footlights? Words and actions may be regular, but the human body never is. Nudity is on the stage to stay I believe."

Al Woods, another New York producer, questioned regarding Mr. Ziegfeld's ideas, said: "I do not believe he will keep up this pose very long."

ROTARIANS ARE GUESTS OF BOY SCOUTS AT CAMP

Were Royally Entertained at Supper Out at Camp Tuscarora Last Evening

Last night's meeting of the Goldsboro Rotary Club was one which will be long and pleasantly remembered by those who participated in the same and enjoyed the hospitality of a large number of Boy Scouts who are now enjoying their annual outing at Camp Tuscarora, out at Holt Lake.

Leaving Goldsboro early in the evening, many of the Rotarians arrived in time to take a plunge in the cooling waters of the lake, while others enjoyed an hour or more of sport entangling the members of the funny tribe from their watery bed.

Came next the call to the delicious chicken supper which had been prepared by the Scouts. This was real-

ly the piece de resistance, one might say, of the evening.

There is no denial of the fact that the Scouts know how to entertain their guests. They know how to serve an excellent supper and they served

it last evening and it was thoroughly enjoyed by the Rotarians and the representative of the Goldsboro News who was an invited guest.

Interspersed with the supper were short talks by the Rotarians and

Scouts. Later came demonstrations by the Scouts and then good byes.

As a whole the evening was one of the most enjoyable the Rotarians have ever spent and they are high in their praise of the hospitality of the Boy Scouts.

2 Shows Daily

MASON Week Commencing Monday

July 5th

A Show for the Entire Family

The Absolute Giant of Popular Price Amusement

Claude Long's 1926 Edition 1926 **BUZZIN AROUND**

30—CLEVER MUSICAL COMEDY PEOPLE—30

A Show That Has Passed the Acid Test of the Most Critical Audiences

Charles George's Screamingly Riot of Fun

Opening Bill Monday **'Go Easy, Mabel'** IT'S A WOW

3 Shows Combined — Musical Comedy, Vaudeville, Pictures