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COURT BUILDING, BACON AND BURNSIDE

SATURDAY, APRIL 26, 1924

Begin
35
Mile Limit
State Roads Comm.

Last week we told of the dismissal of an automobilist by a velocity magistrate who was accused on the charge of speeding by a patrolman. Although the officer was daggery, he was dismissed because he was not going over 35 miles an hour and his defense was that he was guided by the sign of the State Roads Commission. In another case on the Reisterstown road a patrolman did not accept the invitation sign 25 the law of the State. A gentleman from Towson was the guest of a city man. They drove out the road in a high powered machine. Near a public school house in a thickly settled section they saw the 35-mile speed limit sign. The driver accepted it and was going the limit. The patrolman signed them and in a very nice way said: "You are driving too fast." The owner of the machine said: "I thought so myself, but I was going by the speed law sign." The patrolman replied: "The yellow sign don't go on this road, because it is not the law; there's a school house just ahead and the traffic is always heavy. My advice to you is don't let anyone know I have warned you." Two more trucks drivers hauling very heavy loads of stone slipped on the York Road beside a 30-mile and 35-mile sign. They were damaging the signs said for proper for which they were intended. One of them said: "When I'm empty I can make it, but when I have a load on do 25 I can do is 20 miles. I wouldn't dare my neck for 30." No go, gents.

No go is gone, all kinds of people will place their construction on these signs—but to everyone it is an invitation in a number of places, to motorize and possible disaster. What the State Roads Commission should do is to place signs of warning and caution on the roads for there are thousands of drivers of machines now on the road who need no invitation to speed.

On a fine road in a Southern State where you travel for miles without seeing a house of any kind, often through swamps, you will find these signs placed by the road authorities: "This is a good road; it will cost you money to burn it up."

In a Northern State the road signs read: "Run slow and see our towns; run fast and you'll see our jails."

If the Commission insists these signs remain, we hope the State's Attorney will instruct the patrolmen and constables in what the law as to speed really is so as to counteract as much as possible this attempt to make our crowded thoroughfares speedways for reckless automobilists.

AGAIN WE SAY "IN UNION THERE IS STRENGTH."

Some time ago The Jeffersonian suggested that the various Improvement Assns. here, there and everywhere in the county get together and form an amalgamated body to handle problems that would affect the county as a whole, but for the lack of "pep" on the part of someone, the suggestion seems to have fallen by the wayside and been lost.

At this very time when the United Railways is seeking an increase in fares, very effective work could be gotten in by an undigested organization, but even though the suggestion fell on deaf ears, we urge that all improvement associations representing communities affected by street car travel climb on the band-wagon with those of Baltimore city and show their indignation against an increased "tax" by the street railway monopoly.

WHO WILL HE BE?

The man to be nominated by the Democratic Party for President of the United States must not be a self-seeker. He must possess all the good qualities of all possibilities mentioned and none of their shortcomings and must form the nearest approach to the American people's ideal of a Chief Executive.

He must be for the League of Nations, a sensible tariff law, fair play for both capital and labor, and for the farmers and the reduction of taxes.

He must stand for the highest American principles in all relationships with foreign countries. He must be a spokesman for the poor man as well as the rich in their protection under the Constitution of the Government.

Nineteen twenty-four is a Democratic year. The standard bearer should be a man who is as big in every ways as Wilson—bigger than Coolidge, and who stands for all the fine things that Democracy has stood for throughout its existence.

CIVILIZATION AND THE WHEEL.

Civilization is largely a product of co-operation, and co-operation grows out of contact—the contact of men with men and with the force, forces, laws and resources of nature.

When man first made his start along the winding and ever widening pathway which we call history, he was not an impressive figure. Compared with many of the brutes about him, he was a mere pigmy in size and strength. It consumed all his time and effort to obtain enough to eat, sufficing for his family and shelter for himself and family.

In our particular zone was George. He was enslaved with disease and with the inventive faculties undeveloped. He was cursed by an insatiable hunger impelled to make things, to build something to go somewhere in order to find something and then bring it back.

Like so many of his descendants today, he wanted to get ahead. Through hitching his mind and his muscle together he began to make progress, and this progress was measured by the growth of his ability to use the energies and forces of the world about him to help in carrying the load.

At this point there was born the science of transportation, which ever since has been a vital factor in all real progress.

What an event it was when someone first discovered or invented the wheel. We do not know how, when or where it happened, but we do know that the first time the wheel was put under a human burden there was born our wonderful mechanical civilization. In time the wheel became a cart—the cart a coach, the coach a railway train.

By glimpsing these far-away beginnings, one can better understand the meaning and value of those vast and complicated systems of transportation which today cover the world, and without which our whole civilization would fall apart.

There is, and always has been a real connection between transportation and progress. The most prosperous, progressive and civilized peoples always have the best systems of transportation—the most backward have the worst systems or none at all.

By means of his devising man today can out-swim the fish, outrun the wolf and out-fly the eagle. If the transportations systems of the world were suddenly to be destroyed, trade would languish and nations would dissolve into clans and tribes. Man would fall below most of the animal creatures in the art of getting about and end where he had begun—at the tail end of the procession.

Beyond all others, the American people have built their civilization upon their transportation systems. More and more they are coming to realize that their happiness and prosperity are dependent upon the prosperity, progress and adequacy of their railroads, for railroads constitute their chief means of transportation.

For nearly a hundred years along these steel highways there has rolled an ever-increasing volume of wealth. Towns, cities, cities and States have been created in the wilderness. The resources of the nation have been opened to trade and commerce. Common ideas and ideals have spread over the paths among the widely separated sections of the nation until now it is possible for all to be moved and molded by one spirit.

COUNTY COMMISSIONERS ABOUT ROADS

Problem Becoming Serious One And Must Be Viewed From Various Angles—Freight Grading Facts Must Contribute To Help Come Society Of Delegates.

(Continued from Page 1)

sun of column. A Dial. If the people co-operate with the County Commissioners the best roads of miles of all kinds and dimensions that money would buy and cities can be constructed.

Then starting under the impression that the "road" is the proper place for parking cars (such is the money, Monday, as good weather for Sunday—the morning is gone long ago, the afternoon are so used to the idea that Sunday is the day for parking cars) the Commissioners have to stop and think that it is not the proper place for parking cars, and that the road is for travel.

It was decided, Monday, so long as it was seventy, will power (went to about 15 miles).

COMFORT

Jean was one set of parents who were persuaded to acquire a good fireplace. Jean, they could not afford a snowflake house, the mother asked. "Can we buy fuel not the reserves at the miners L. & C. C.?"

Jean's dad said as:

"Wouldn't said the answer.

"It means," continued John, "coal, short tacks, and vessel place only."

HE WAS WILLING

"A western governor had had enough of his colonels of his staff and there was no vacancy available for the office. So he put Ford Lee "the boy" paper's good man towards Ford. Ford is the most ambitious amateurs want so far as to call upon the ex-governor and ask.

"Governor, I'm a man and anxious to be taking Colonel Smith's place."

"No," the governor replied concisely. "I have no objections, the undertaker is willing."

LOGAN FIELD, DUNDALK, APPROVED FOR INTERNATIONAL EVENT BY CONTEST GROUP.

Foreign Entrants Will Spend More Than $100,000 To Participate In Schneider Trophy Race, Scheduled For October.

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the Schneider trophy race in England last year, said the triangular course mapped out here is equal to any over which the race has been flown. The take-off will be from Bay Shore Park, and the planes will circle Gibson's Island and Hunting Field Point and return to the park.

Several changes in launching the planes before the race were suggested by the visitors. It is planned to place three planes from each nation abreast on the runway with motors idling, so that they may take to the water and start in turn. It also was suggested that the three-kilometer course be laid out to permit trials for world-record speeds on straightaway.

A number of fast racers will be entered by the Italian and British aviators, and new speed records for seaplanes on the closed course and the straightaway are predicted.

The American team which captured the trophy last year is expected to be represented by one of its members. Other entries will include the Wright plane, entered in last year's races, but which failed to start; the Curtiss racer, piloted by Lieut. A. J. Williams, which broke all speed records in St. Louis and Mitchell Field, and several fast racers built by Scott Paine, owner of the Supermarine Company of England.

Foreign entrants will spend more than $100,000 to participate in the trophy race here, it is estimated.

Officers of the local flying club were hosts at a luncheon at the Maryland Club held in honor of the visitors. Officials of the United Railways were present. They pledged their co-operation in handling transportation problems during the air event.

OFFICIAL WASHINGTON IS UNEASY AS WAR CLOUDS GATHER IN FAR EAST.

Half Dozen Billions Worth From Jap Ambassador, A Thrusts Thrust Deliberately Aimed To Frighten Congress, Has Put Senate In Ugly Mood.

(Continued from Page 1)

numerous war overmentioned and in various ways has entered in among back for the time, with the exception of Senator Lee, attempts rather than making a friend of the island empire. Just a few months ago our warship and merchant vessels were rushing to Kobe all with supplies, doctors, medical supplies, blankets, for shelter, food, blankets and clothing to aid in relieving the unfortunate victims of the great earthquake. Today (with the last check for Mare Island barely cashed) the Jap is challenge to us that would seem to mean only war. We have sent boats and were vessel pass.

The Congress is in no mood to share the white feather. Japanese Ambassadors looks like we are engaged in dead stare and refuse to alter our determination. The constant attitude of moderately are invoked. Ambassador Hanihara to his letter to Secretary Hughes referred to "an act of war" of such a nature as would be offensive to the national sensibilities of Japan. The language of the Honorable Ambassador, UIT making no distinction between the Jap and other aliens, is rather strong, but the Japs are not especially sensitive but are Dutch at behaving in such ways which are not because of their ancestors.

Congressmen, Senators, Cabinet officers, Ambassadors, Ministers, Governors, Mayors, Chiefs of Police, Sheriffs, Constables, Judges, Lawyers, Doctors, Dentists, Preachers, Teachers, Students, Farmers, Mechanics, Laborers, Merchants, Bankers, Brokers, Clerks, Stenographers, Typists, Bookkeepers, Salesmen, Agents, Publishers, Editors, Reporters, Engineers, Firemen, Conductors, Motormen, Trainmen, Sailors, Soldiers, Marines, Policemen, Firemen, Postmen, Postmasters, Postal Clerks, Postal Carriers, Postal Inspectors, Postal Employees, Postal Officials, Postal Everything, Postal Everybody, Postal Everywhere, Postal Everywhere, Postal Everywhere