GET OTHER MAN'S POINT OF VIEW

IS MOTORISTS' DIFFICULTY

Good Advice on This Subject Is Given by Technical Adviser of New York Y. M. Auto

By H. Clifford Brokaw To get the other fellow's point of in 1925. view is one of the greatest difficulduced. It is practically a certainty, price. also, that there would be much more enjoyment in motoring, much more

Who Is He?

In this connection the question is likely to arise as to who is the other evidently much room, says the defellow. The pedestrian is conspicnously one of the other fellows. It ought to be rather easy for the average motorist to get the point of view of the pedestrian because there are many motorists who still have occasion to join the ranks of the pedestrians at certain times and therefore must be familiar with their mental reactions. There is, however, a difference in point of view between the motorist who is temporarily a pe destrian and the individual who very seldom if ever becomes a motorist To get the latter's point of view is much more difficult. However, ought not to be an insurmountable achievement and having been accomplished the motorist is bound to have more consideration for those pedes trians who appear on our streets and highways where he happens to motoring.

Other motorists are among the other fellows whose point of view needs to be considered. Here the driver of any automobile ought to have little difficulty since their problems are the same. If the motorist will consider the convenience and safety of other motorists; if he will apply the Golden Rule in his action lished. In fact, it is hard to imagine next boom? any situation where the Golden Rule can be put into effect to greater advantage than in the automotive field.

Occupants Also The occupants of automobiles are also other people whose point of view should be thought of. A driver who has passengers in the car he is operating has very definite obligations respecting these human beings. He may be willing to take a certain risk as far as his own life is concerned but if he gives any consideration to the point of view of his fellow occupants of the car he can find roomooooooooooooooo no justification for any tendency toward recklessness. His attitude toward the passengers in other auto-

mobiles on the road should be similar. Property owners are included in the list of other fellows whose problems need appreciation on the part of motorists. It is so easy for a person driving an automobile to quickly remove himself from any particular piece of property that there may be a tendency on his part not to give the property rights of others the keen consideration which otherwise he would obtain. At any rate, the motorist has considerable opportunity to damage the property of others more or less in connection with his automobile operations, which fact has been the source of great annoyance to many people whose property happens to be close to our many lines of automobile traffic. There is evidence in some sections that this annoyance is well founded. It would be greatly reduced if the motorist undertook to get the point of view of the property owners.

Has Big Stake Society at large has a big stake in the present automobile situation, for any factor in our civilization which has possibilities of being a definite menace is something of especial interest to the people of the nation as a whole. While it is recognized that the many automobile transportation facilities represent a tremendous gain for society in the progress toward a better civilization, yet it cannot be denied that the disrespect of many motorists for the point of view of other people represents a menace which must be taken in to consideration. Fortunately the proportion of those who fail to give proper consideration to others is not large but unless, if possible, encouragement is given in the direction of greater attention to the rights of society as a whole the situation can become very damaging to our national life. There must be greater respect for the state as expressed in its speed laws, its high valuation on life and its attempt to bring about those things which make for the best interests of the people as a whole.

A man in Chicago beat his wife for spoiling a bridge hand for him and the court gave the woman a divorce. This shows the danger of electing judges who don't know anything about bridge.

Secretary Hoover has been told that he has no power now over the radio. That's enough to make any man happy.

BIGGER PEACHES BRING FARMER MORE PROFITS

Grade, condition and size are conof agriculture in a comparison of job- imals. bing prices for peaches in New York The use of powdered red squill for

ior peaches were found on the large attending danger to livestock. markets almost every day. There is partment, for better methods of production, grading, and handling.

The size of peaches has an important bearing on the price. A package of larger size peaches usually brings a considerable premium over one of a smaller size. On shipments from Georgia in 1925 there was a difference of about 35 cents per six-basket carrier in favor of peaches 2 to 21/2 inches in diameter compared with peaches 1% to 2 inches in diameter Growers in a New Jersey pool in 1923 received for 2%-inch, No. 1 Elbertas an average price of \$1.80 per bushel compared with 80 cents for No. 1 Elbertas averaging 2 inches in diameter. If growers can increase the average size of their peaches by thinning and better cultural methods they may increase their returns. A peach 21/2 inches in diameter has practically twice the volume of a peach only 2 inches in diameter. A tree would : have togproduce twice as many 2-inch peaches as 21/2-inch peaches to fill the same number of packages; and the smaller fruit would probably sell for

Now that Florida is gradually setrespecting other drivers of automo- tling back to normalcy, wonder where biles, much good ought to be accomp- the sure-thing boys will start the

a lower price per package.

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According to results of experiments trolling factors in establishing the conducted jointly by the bureaus of price of peaches. Returns to the biological survey and chemistry of growers are relatively much less on the U. S. dept. of agriculture, a powpoor quality than on high quality der can be made from dried red-squill peaches, since packing charges, bulbs which has an efficient and unifreight and refrigeration are as high form toxicity for rats but at the same per unit in both cases. This is time apparently does not unduly enbrought out by the U. S. department danger human beings or domestic an-

the destruction of rats is compara-For the best quality Georgia El- tively recent in this country, altho ties which confronts many motorists bertas the price was \$2.59 per six- the poison has been in limited use in at the present time. If the thous- basket carrier, compared with only Europe for centuries. It has never ands of people who are driving auto- \$1.63 per carrier of peaches of poor- come into popular use, however, even 32 N. First St. mobiles on American highways could er quality. For the best peaches the there, because of its tendency to vary in some way be helped to have a net returns to the grower ranged greatly in potency. Several of the greater appreciation of what is in around \$1.19 per carrier, or 46 per factors influencing its toxicity have the mind of the other man it is cent of the sale price, while for the been developed during the course of quite likely that the percentage of poor quality the grower received only the present investigation. Officials serious accidents would be greatly re- 33 cents or 20 per cent of the sale of the dept. of agriculture anticipate that these experiments will be of ma-On the best quality of Georgia terial assistance in the production of peaches of large size, New York City a uniform and stable squill product. pleasure in living for those who do jobbing quotation from 1920 to 1925, This poison should greatly benefit the not motor and a distinct conserva- inclusive averaged approximately poultrymen and farmers generally tion of good will for the whole indus- double the price of peaches classed as who hesitate to use some of the compoor quality. Yet quantities of infer- mercial rat poisons on account of the

> A few years ago we had a "buy a bale of cotton" movement to help cotton prices. Why not start a "buy a load of corn" movement now?

Let us hope there is nothing prophetic in the fact that the congressmen are getting home from Washington at the height of the raspberry

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