

165,000 KILLED IN TWO DECADES

Automobiles Take Heavy Toll Over Nation Since 1906

WASHINGTON, D. C., Nov. 20.—Approximately 165,000 persons lost their lives during the past 20 years as a result of automobile accidents, according to a statement issued by the committee on traffic accident statistics of the national conference on street and highway safety here.

These 165,000 automobile fatalities represent a number greater than the total losses of the United States armed forces during the great war from wounds, disease, and all other causes.

Yearly Increase Seen. If adequate steps are not taken

to curb the growing menace of automobile accidents, the results will be an increasing number of deaths from this cause year after year. The committee estimates that if the death rate from automobile accidents in 1925 should continue unchanged for the next 20 years, and if the population of the United States at the same time should remain stationary, the total number of fatalities due to automobile accidents in that period will be approximately 446,000 persons.

If the population of the United States should increase during the next 20 years at the same rate that it has increased annually since 1920, and if the automobile death rate should remain the same as in 1925, the total number of deaths during the next two decades would be about 520,000 persons, or a number roughly equivalent to the total present population of cities like Milwaukee, Wis., or Washington, D. C.

More Annual Deaths. Automobile deaths increased steadily from 1906 to 1925, every

year showing an increase over the next preceding year. During the second ten years of the period, 1916 to 1925, more than five persons were killed in automobile accidents for every one person killed during the first ten years, 1906 to 1915. The deaths have steadily increased along with the increase in the number of machines in use.

This estimate of 165,000 deaths in the past 20 years includes all fatalities in which automobiles were in any way involved. For example, the statistics include collisions of automobiles with street cars, with steam railroad trains, etc.

The following table estimates the automobile fatalities annually, of all kinds, from 1906 to 1925. It will be seen that the number of deaths from automobile accidents has increased year by year from a comparatively small total of 413 in 1906 to an appalling total of 21,627 to 1925.

Table with 4 columns: Year, Deaths, Year, Deaths. Rows from 1906 to 1925 showing an increasing trend in automobile fatalities.

Total deaths—164,695.

First 30 Sections of Ordinance Governing City Traffic Printed

A new traffic ordinance, consisting of 83 sections, was adopted by the city commission last Wednesday night and will become effective Dec. 17.

For the information of the motoring public the ordinance will be published in The Observer in four installments, the first of which appears below.

An ordinance regulation traffic and the use of streets, alleys and sidewalks, within the city of La Grande, Ore., repealing Ordinances No. 378, series 1915, and No. 913, series 1921, and all other ordinances and parts of ordinances in conflict herewith.

Section 1. Defines the various terms used in the ordinance.

Section 2. The officers of the police department shall enforce the provisions of this ordinance and the rules adopted or orders made hereunder. Every person, firm or corporation shall comply with, observe and obey, when applicable to him or it, all the provisions, requirements and regulations contained herein and the regulations, directions and orders of the police department adopted or issued in pursuance thereof.

Section 3. The chief of police, with such other officers as he may require, is hereby authorized, empowered and ordered to direct, control, restrict and regulate, and, when necessary, temporarily to divert or exclude, in the interest of public safety and convenience, the movements of pedestrian, animal and vehicular traffic of every kind in the streets and sidewalks, and to adopt and enforce regulations in regard thereto, not inconsistent with specific provisions hereof.

Section 4. Interference with signs prohibited. No person shall wilfully move, destroy, deface, change or otherwise interfere with any sign, limit line or device erected, placed or established by the police department or by the authorities thereof.

Section 5. Changing signs. When any regulation is amended or repealed, the sign evidence the existence of the same shall be correspondingly changed or removed by the police department.

Section 6. Police control. Traffic shall be directed by officers of the police department by voice, hand or mechanical signal, or shall be directed by signs, limit lines, mechanical devices or automatic signals. Provided, however, in case of a fire, or other emergency, or in case of a parade or other concourse of people, traffic may be directed as conditions may require, notwithstanding the provisions of this ordinance.

Section 7. Closing streets, diverting traffic. The chief of police shall have authority, when he deems it in the interest of public safety or convenience, temporarily to close any street, sidewalk, alley or portion of the same to vehicular or foot traffic or to divert such traffic therefrom, and it shall be the duty of all persons to cease to use any such street or sidewalk, except as directed by the chief of police.

Section 8. Establishment of traffic signs. The chief of police is hereby authorized and required to establish and maintain, and to designate either upon the surface of the street or sidewalk, or upon sign boards erected at the side of the street or sidewalk, by appropriate signs, devices, marks or limit lines, traffic and parking directions, at all places where there is particu-

parallel with the curb or at an angle, except where a particular method is directed.

Section 21. Parallel parking. If a vehicle is parked parallel with the curb, the right hand wheels of such vehicle must be within one foot of the curb.

Section 22. Angle parking. If a vehicle is parked at an angle, one front wheel must rest against the curb, and no part of the vehicle may be more than 14 feet away from the curb.

Section 23. Marked parking. Limit lines may be marked and

established by the chief of police to indicate the method of parking, and at all places where the method of parking is indicated by limit lines, no person shall park any vehicle otherwise than according to such limit lines. Limit lines placed upon the surface of the street at an angle to the curb, without any other sign or direction, indicate angle parking, and vehicles must park at an angle between two such lines. A limit line placed upon the surface of the street parallel to and seven feet away from the curb, without any other sign or direction,

indicates parallel parking, and vehicles must be parked parallel to the curb, between such limit line and the curb. No vehicle parked parallel to the curb shall be placed closer than four feet to any other parked vehicle.

Section 24. Time limit parking. The chief of police may establish a time limit for vehicles to stand parked on any street or part of a street, provided no period of time so established shall be less than 30 minutes. Whenever such

(Continued on Page 16.)

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Motoring Is Not Healthy for Dog

PHILADELPHIA, Nov. 20.—No matter how much your dog likes motoring, if you think anything of him, keep him at home.

Motoring isn't good for him, says Dr. William J. Lentz, professor of veterinary anatomy of the University of Pennsylvania veterinary school. Riding on the running board is especially bad.

Joy riding for dogs, Dr. Lentz says, causes conjunctivitis or what is known as inflammation of the mucous membrane of the eye socket. Rhinitis is another result of joy riding for dogs. That's inflammation of the membranes of the nose.

If the dog's eyes water easily, you may know he has the first ailment. If he sneezes easily he has the second.

ON THE WRONG PIKE

Passing Motorist: "Want a lift?" The Pedestrian: "No, thank; I'm walking to reduce."

"Well, you're lost. This is the road to Reading."—Answer

Modern Child (swearing horse-drawn vehicle): Mummy, why is the horse tied in front of the automobile? —Le Pele-Mele (Paris).

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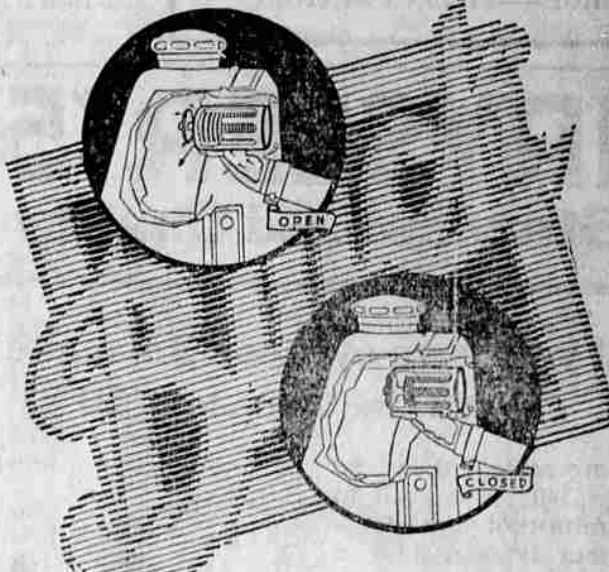
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