

UNIFORM TRAFFIC LAW SUPPORTED

System Would Result in Greater Safety, Its Boosters Declare

HARRISBURG, Pa., Nov. 27. (AP)—State supervision and control of local traffic regulations is suggested to make driving more pleasant and put an end to reckless violations.

The idea comes from Benjamin G. Eynon, Pennsylvania registrar of motor vehicles.

Eynon sees not only greater safety in a unified traffic system, but greater ease and cooperation in enforcing the traffic laws.

To make this possible he not only would have all laws, except those of necessity local, passed by the state, but also would even have a uniform system of traffic police from the local forces, and a uniform state system of traffic courts.

"Much of the legislation now in

effect," Eynon comments, "is such a source of harassment and bedevilment to the car owner as almost to disgust him with such ownership."

"Local physical characteristics may make certain regulations necessary, but it is expecting too much to assume that the motorist from some other community in the state will be acquainted with all of the freak regulations some city councils try to enforce."

"Regulatory legislation should be adopted by states and not by cities."

Eynon emphasizes his belief that the most successful deterrent to reckless driving is suspension of licenses.

"Unless the data necessary for this action is available to the state either through a uniform accident reporting law or by close cooperation with local agencies, this 'big stick' is little more than a toothpick," he adds.

First Number—Going ridin' with Bill tonight?

Second Number—Yeah—Why?

First—You better watch out, or he'll wreck his car.

Second—How 'zat?

First—Well, lots of people have told me about his bad breaks.

La Grande Traffic Ordinance Will Not Become Effective Until Dec. 24

When the commissioners amended the new traffic ordinance last Wednesday night to exclude a section preventing freight from using Adams avenue, it was necessary to readopt the ordinance. As a result, the ordinance will become effective Dec. 24 instead of Dec. 17. The second portion of the ordinance follows:

Section 31. Alighting from vehicles. So far as practicable, all persons shall alight from vehicles and board the same upon the side of the vehicle nearest the curb.

Section 32. Unloading vehicles. When practicable, freight shall be discharged from and loaded upon vehicles upon the side nearest the curb. When such handling is impracticable, the vehicle may back to the curb, but it shall not stand in such a position as will interfere with traffic on the street.

No vehicle shall remain backed up to the curb, except it be actually loading and unloading, and in no case longer than the actual loading or unloading requires.

If the vehicle be horse-drawn, the horse shall be turned at angles to the vehicle and in the direction in which the traffic on that side of the street is moving.

Section 33. Repairing vehicles on street prohibited.

No repair shall be done to any vehicle, or any vehicle washed, while the same is standing on any sidewalk or street, except emergency repairs or changing tires.

SPECIAL REGULATIONS

Section 34. Rules of the road. The laws of the road everywhere in the city of La Grande are hereby declared to be as follows:

1. Vehicles proceeding in opposite directions shall pass to the right, giving one-half of the road to each.

2. Vehicles proceeding in the same direction in overtaking each other shall pass to the left.

3. The overtaking vehicle shall maintain its speed until clear of the overtaken vehicle, and for such distance thereafter as shall prevent the throwing of dust and mud upon the overtaken vehicle, but must not interfere with traffic from the opposite direction.

4. It shall be the duty of the operator of any overtaken vehicle to turn to the right and give one-half of the road to the overtaking vehicle or load shall not extend beyond the left of the center line of the street.

5. Drivers, when approaching

street intersections, shall look out for and give right of way to vehicles on their right, simultaneously approaching a given point, provided that emergency vehicles shall have the right of way at all times at such intersections.

6. All vehicles approaching an intersection of a street, with the intention of turning thereat shall, in turning to the right, keep closely to the right, and in turning to the left, shall run to and beyond the center of the intersection before turning.

7. The driver of any vehicle, about to turn, either from a standstill or while in motion, or about to stop, shall give timely signal, visible to operators of other vehicles to the rear, of his intention to turn or stop, or change his course. Such signal shall be given either by the use of the hand and arm or by the use of an approved mechanical or electrical device. When the signals required by this section are given by the use of the hand and arm, they shall be given as follows:

A. An operator intending to turn his vehicle to the left shall extend his arm in a horizontal position, for a reasonable length of time, and slow down.

B. An operator intending to turn his vehicle to the right shall extend his arm with the forearm raised to right angles, for a reasonable length of time, and slow down.

C. An operator, intending to stop his vehicle shall extend his arm and move it up and down in a vertical direction, for a reasonable length of time.

When any such signal is given by means of a device, it shall only be given by an adequate device which has been approved by the secretary of the state of Oregon.

8. The person in charge of any vehicle moving along and upon any street shall keep such vehicle and load thereon to the right-hand boundary of such street, so as to allow more swiftly moving vehicles free passage to the left.

9. The operator of a motor vehicle shall, on a signal, by raising the hand, from a person riding, leading or driving a horse or horses or other animals in the opposite direction, bring such motor vehicle immediately to a stop, and remain stationary so long as may be reasonable to allow such animal or animals to pass, and, if traveling in the same direction, shall use reasonable caution in passing such animal or animals; provided, that in case such animal or animals appear badly frightened or the person operator such motor vehicle is signaled so to do, such person shall cause the motor of such vehicle to cease running so long as shall be reasonably necessary to prevent accident and insure the safety of others.

10. Every vehicle shall be kept on the right half of the street traveled, and no vehicle shall overtake and pass any other moving vehicles when the view ahead is not clear for at least 100 yards.

11. No race or contest for speed shall be held upon any street without the permission of the chief of police, and unless the same is fully and efficiently patrolled for the entire distance over which said race or contest for speed is to be held.

12. Every person operating a motor vehicle on the streets of the city shall drive the same in a careful and prudent manner, not to exceed 20 miles per hour, and at schoolhouses not to exceed 12 miles per hour, and in no case at a rate of speed that will or does endanger the property of another, or the life and limb of any person; provided, that all fire vehicles and police vehicles, and all ambulances, shall have, in all cases, with due regard to the safety of the public, the right of way over all other vehicles, and shall not be subject to the limitations of speed in this section provided; but any driver of any such vehicle shall not be protected hereby from consequences resulting from any arbitrary exercise of the exemption herein made or for injuries willfully inflicted. All such vehicles shall be operated in a careful and competent manner, not to exceed 20 miles per hour.

13. Upon all narrow ways in parks, passes and defiles not otherwise provided for all vehicles shall proceed in one direction only as the signboards and regulations upon such narrow ways in parks, passes and defiles so located shall then direct. This direction in which all vehicles shall so proceed may be declared by park commissioners in parks; and when so declared shall be so conspicuously marked with signs as to indicate the rule and regulation in regard thereto and the direction in which all vehicles shall so travel.

14. No vehicle shall be moved, run or operated on the roads, streets or highways of this city by any person unable to control and properly operate the same with due regard to the safety of the public and other vehicles; provided, that in all cases any person in a state of intoxication is deemed conclusively to be unable to control and operate the same.

15. No vehicle used upon the streets of the city shall be left standing unsecured or without its motive power being so secured that the same cannot be operated or the vehicle moved without some act on the part of the owner or operator.

16. No vehicle shall be operated with an excessive smoking exhaust upon any street in this city.

17. Gongs and siren whistles

shall not be used on any vehicle other than ambulances or vehicles operated by the police department, fire department, sheriff or other police officer or upon any such vehicle except when moving in response to emergency calls.

18. Patrol wagons, ambulances, fire patrols, fire engines and fire apparatus, and all motor vehicles then actively in use in the enforcement of any traffic law, shall, in all cases, with due regard to the safety of the public, have right of way, all provisions to this act to the contrary notwithstanding; but this act shall not protect the driver of any such vehicle from the consequences resulting from the arbitrary exercise of this right or for injuries willfully inflicted.

19. In all localities where an authorized officer, marshal, constable or policeman, displaying his star or badge and then discharging the duty of regulating and directing traffic in his locality, shall signal any vehicle to take any direction or to stop or otherwise proceed for the safety of the public, it shall be the duty of the driver of such vehicle to obey said direction and to comply with the orders of said officer.

20. Should any pedestrian, vehicle or other object come in contact, from any cause, with a moving vehicle in the streets, it shall be the duty of the driver of said vehicle to stop and render such aid and assistance as may be required and in case of injury to persons or damage to any vehicle or property, it shall be the duty of driver of either vehicle and of any occupant thereof to furnish the driver of the other vehicle, or to any occupant of such vehicle, or witness of the accident, or in case of an injured pedestrian, to such pedestrian, the license number of his vehicle, the true name and address of the owner, the name and address of the driver and of each occupant of such vehicle, and it shall likewise be the duty of any witness of the accident to furnish to the driver or occupant of said vehicle or vehicles his or her true name and address, and the drivers of said vehicles, or any other parties concerned in the said accident, shall make a written notation of the time, place, date and all other data, together with the names and addresses of witnesses present. None of such information, however, shall be construed or determined to fix liability in either case for fault or negligence of either party, but it shall be a means of identification of the facts and circumstances only, and neither party

(Continued on Page 8.)

WINTER IS NEAR; POINTERS GIVEN

Here are some hints for winter care of the car that will be found useful by drivers, even in the mild climate of Oregon, where changes between summer and winter are far less drastic than in the east:

1. Flush out the rear axle and fill with steam cylinder oil properly thinned with engine oil.
2. Follow the same procedure with the transmission.
3. Change oil every 500 miles.

always, and oftener if necessary.

4. Flush out the radiator, and fill with a solution of fresh water and alcohol sufficiently strong to protect from freezing in the coldest weather expected. Test the solution frequently.

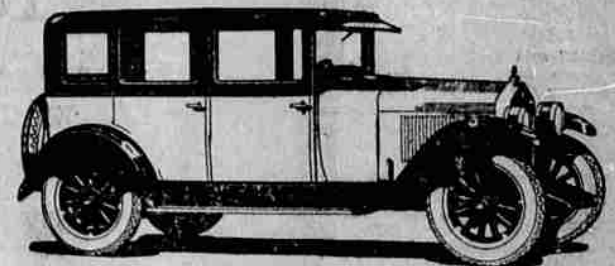
5. Fully charge the battery. A

charged battery will not freeze, compression and carburetor add water when needed just before, justment.

6. Have engine thoroughly inspected to insure easy starting and minimum use of the choke. Pay particular attention to the ignition, very pavements.

7. It is advisable to carry a set of the chains and use when needed.

8. Brakes should be adjusted evenly to prevent skidding on slippery pavements.



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Service is near when service is needed

EVERY motor car that was ever built—like every fine piece of mechanism—requires some adjustment and care. The advantage Studebaker owners enjoy is that service is seldom needed—but is always readily available.

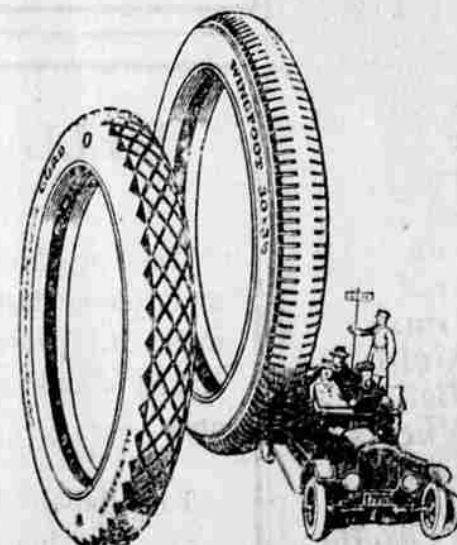
In 1925, Studebaker's sales of factory repair parts averaged only \$10 per car. It indicates that Studebaker owners not only spent less money for upkeep costs, but that their cars spent less time in service shops.

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M. J. GOSS

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29 x 4.10 Balloon	10.05	12.85
30 x 4.95 Balloon	14.65	19.00
31 x 5.25 Balloon	17.05	21.95
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