

## STUD NEW HIGHWAY OVER DEV BLUE MOUNTAINS IS NEXT ON PROGRAM

Union County, Umatilla County, State Highway Commission and Government to Cooperate in Constructing Proposed Grande Ronde Valley-Weston Road

Another highway that will soon be added to the motorist's catalog of scenic and mile-saving trips is to be built in the near future over the Blue mountains, northeast of the Old Oregon Trail highway.

This seems certain because of activity shown by Union and Umatilla counties, the U. S. forest service and the Oregon state highway commission, aided and abetted by the Blue Mountain Road association of the Walla Walla territory, during the past several months.

Two routes for the road are now under consideration—in the hands of the Bureau of Better Roads, and when the decision as to which is the most desirable is made, little time will be lost in constructing a highway that will open much new agricultural country besides bringing additional advantageous miles of surfaced highways into the reach of Eastern Oregon automobile enthusiasts.

### Two Routes Considered

The one route is from Elgin to Weston, over the Blue Mountains via the Toll Gate road and the other route is from Summerville to Weston via the Thomson Ruckel road. Each has hundreds of supporters who sincerely believe its favorite would be the most advantageous to build but both groups have pledged their support to the one that will be decided the best by the bureau.

Each crosses a forest reserve in which federal money will pay the expenses and each connects with Umatilla county's seven miles of already-built highway and the few remaining miles of arranged-for highway.

The question of financing the road is one that is not causing a great deal of worry, especially since the plan to call an election to divert unsurfaced road bonds toward building a Blue Mountain highway and a road from Union to Medical Springs has been presented.

Judge William Duby, of Baker, chairman of the state highway commission, some time ago expressed as his opinion that the ideal way to finance the road would be for the counties, the state and the government to jointly stand the expenses in proportion to their holdings. This plan is the one being considered and the money is so divided that the taxpayers of each one locally will feel but little the cost.

**Umatilla County Ready**  
Great interest has been shown and is being exhibited in the plan in Umatilla county, which is far ahead of Union county in actual work accomplished.

From Weston, northeast of Pendleton, a seven-mile stretch is completed and between this and a point five miles on the outside of the forest reserve—a distance of four miles—the road will be constructed. The plan is to build a road which will complete Umatilla county's share.

**Forest Money Available**  
Next comes the forest reserve's portion, altogether totaling 24 miles. It is said that the forest service is willing not only to build a highway through its reserve, 14 miles from boundary to boundary, but reaching out five miles on each side, the end to be of the same character as the Union and Umatilla county approaches.

When Union county makes its decision, it is believed that the forest service officials will arrange for immediate construction.

This plan also takes care of five miles of roadway on the Union county side of the reserve, leaving only a few miles for the local taxpayers to sanction.

**The Two Routes**  
The Thomson Ruckel route would cross the mountains in a more nearly straight line, it is said, cutting off some distance in comparison with the Elgin-Weston route. Supporters of the Thomson Ruckel route declare that better grades are available and that the cost of constructing the road over the mountains would be less.

It is estimated that the distance from Summerville, at one end, and Weston, at the other, would be approximately 40 miles by this plan, compared with 42 miles by the other.

**Looking Glass Road Figures**  
In the other the Elgin-Weston plan, however, another factor enters. Allotment has been made for an Elgin-Looking Glass road although it has not yet been built and it is said that, by diverting the route of this road somewhat, it could be made to reach a point within two and a half miles of the end of the forest service's proposed highway, leaving only two and a half miles of unsurfaced for highway to be built by Union county.

The Thomson Ruckel plan, though calling for a shorter road between Weston and La Grande than does the Toll Gate route, would necessitate more miles of new highway building.

It is estimated that six miles of new road would have to be built by Union county if this route was decided upon. Incidentally, this road would have access to Bingham Springs.

**Both Rich in Scenery**  
Both roads would be beautiful scenic routes, comparing with some of the finest in the state. The highway system surrounded by woods dense and both would serve to bring Union and Walla Walla counties into closer touch with Umatilla county and the Walla Walla area, which is desirable from many angles.

When the two plans were suggested to the state highway commission before the matter was referred to the better bureau of roads it was said that the Thomson Ruckel road would be easier to keep clear of snow during the winter and, in addition, the highest elevation would be only 4500 feet, said to be much less than the highest elevation on the Toll Gate road.

The Thomson Ruckel road was surveyed in 1917 following applica-

## Western Drivers Excel The East In Carefulness

By Edward N. Dart

In The New York Times That New York is lagging behind other states of the union in regulating motor traffic, is the opinion I formed after spending last summer in an automobile tour of the country.

New York is also educating its motorists to pay no attention to its official signs and traffic control devices. On the state highways are numerous signs with the word stop in letters a foot high and beneath, much smaller, had curve. Now the motorist is expected to stop, but intended to caution the motorist to slow down to a speed at which he was sure of having complete control of his car.

What a hard time motor officials are going to have when this state passes laws requiring motorists to come to a full stop at dangerous points, as undoubtedly it will do, sooner or later. Every one will have become so accustomed to disregarding official signs that extreme measures will have to be adopted before motorists will pay any attention to them.

In the West, in the several hundred cities I passed through, I did not see a single motorist pass a sign set against him and what is still more remarkable, I saw very few policemen.

**Conflicting Regulations**  
There is certainly great need of uniform traffic regulations, hardly any two cities have the same. Some permit right turns on the red signal, some permit left turns on the yellow. Many allow traffic to run through street car safety zones, provided no one is standing in them. Most cities require complete turns to be made at street intersections, some do not permit that. Fortunately most of the west coast cities have their important regulations posted in conspicuous places, so that it is a simple matter for the stranger to avoid prohibited turns.

Throughout the West, I found that the visiting motorist was treated with the greatest consideration. Only once was I stopped. That was in a small city in Idaho where I made a complete turn at a street intersection. The chief of police who saw this politely informed me that complete turns were only allowed at intersections where there was no "button", that little castron hump, usually painted bright red that is placed in the center of street intersections for motorists to drive around.

During this trip more than 12,000 miles were covered, passing through twenty-three different states and crossing six of these twice by returning over a different route. In this entire trip I saw but one collision. As it occurred not far from Tia Juana, that great boom for illicit Southern Californians, on my way to the border.

**Western Motorists Careful**  
On the whole, motorists are much more careful in the west than in the east. Perhaps the nature of that mountainous country has a powerful influence upon those who drive. It is certain that on many of the roads one could be careless but once.

Los Angeles, I was informed by several tourists, was one of the most difficult cities to drive in, and that in proportion to the population there were more cars in its streets than in any other city in the United States. I found it congested, but not difficult to get about. The traveling speed was much greater than in New York; I do not know the official limit, but my speedometer showed from 25 to 30 miles, and I only kept up with the procession.

I attribute the ease and safety with which we could get about to that almost universal regulation in the west of compelling all cars to come to a full stop before entering a main thoroughfare, and where two important streets crossed compelling traffic in both to stop. This is the wisest safeguard against accident observed during the whole trip.

Some states require a full stop before crossing railroad tracks. How many lives would have been saved in this state had that simple and sensible regulation been in force here.

In Ohio the motorist is constantly reminded of the consequences of careless driving. Wherever a fatal accident has occurred the state erects a simple white cross about three feet high. One does not travel far without seeing these little silent memorials—no elaborate signs or warning, simply a story without words.

There are many other laws. In heavy traffic, for example, where a police officer is detaining a line of cars, the sounding of a horn will indicate to him that the driver thinks he has waited long enough and that the line he is in should be permitted to proceed. No traffic officer has yet been known to agree with a driver in this respect, however.

### Ancient Aztecs Built Own Roads

The first road building on the American continent was done by the Aztecs and Incas. In Mexico and Peru are to be found the remains of many of these ancient arteries of travel. Many of these roads were cut for miles in the living rock while rivers were spanned by bridges suspended across yawning gorges.

One road in Peru which dates back to the time of Rome is some two thousand miles in length and has at intervals along the route stone pillars with directions for the traveler and mileage tables to indicate the distance between the various cities enroute.

### Engine Speeds in Small Cars Heavy

Engine speeds in the new small size racing cars have been steadily increased until the latest machines have attained up to 7,000 revolutions per minute. Such speeds lay heavy demand upon the lubricating systems.

## Oregon Alive with Recreational Lures—Wallowa Wonderland One

To the traveler Oregon offers recreational lures of infinite variety. So great in number and so manifold in form are its scenic spots that the traveler is almost overwhelmed by the variety of its natural wonders and its climate.

Many highways and byways must be journeyed to gain a complete survey of Oregon's picture gallery, containing as it does the miniature and the magnificent. On our great highway system it is possible to travel for months and see unique grandeur every day. Every state road in Oregon is scenic, but a number are more lavishly endowed with the beauties of nature than others.

**Scenic Boulevard**  
According to the testimony of a host of world travelers a scenic boulevard is not equaled anywhere in America. If in the world, it is the Columbia River highway. At only one point in the length of the great Cascade range extending through Washington, Oregon and California is it pierced by a water grade—Columbia River highway. At only along the south bank of the river, the Columbia River highway runs westward from Portland to merge at Pendleton into the "Old Oregon Trail," that pathway followed by the pioneers across the plains and over the mountains to the land of promise in Oregon. Clinging to the edge of rugged cliffs, it winds past silvery waterfalls, through deep gorges, around curves that unfold breath-taking panoramas so widespread are they in exquisite grandeur.

In a few short hours may be reached the Wallowa country, the wonderland in the northeast corner of Oregon. Here lakes abound—sixty-two within a radius of 15 miles, and all stocked with game fish. Wallowa lake, the center of attraction to visitors, is magnificently beautiful, suggesting Switzerland as it mirrors rugged snowy crags upon its placid surface.

**The Mountains Beyond**  
If the motorist is willing to forsake his car and travel with a pack outfit he may climb trails up to Eagle Cap from whence he may view a vast panorama of jagged peaks, snowfields and deep cutting rivers. To the eastward he may also visit the Box Canyon of the Snake river, which, according to United States geographical survey reports, is deeper and narrower from rim to rim than is the Grand Canyon of the Colorado.

In Eastern Oregon also lies the John Day highway forming a loop with the Old Oregon Trail, running through pine forests and over the Blue Mountains. Crossing a country of weirdness, full of scientific interest, it affords one of Oregon's most marvelous sights. Vivid colors blend in masses to form huge tapestries on the towering formations of lava in which long extinct mammals are embedded. Picture George with his rich color in his another Grand Canyon in miniature.

**Portland Westward**  
From Portland westward to the Pacific ocean extends the Lower Columbia River highway closely following also the south bank of the river. It penetrates also a mountain gorge, breaking through the coast range. Here also is a highway of the first magnitude rivaling in grandeur and beauty the upper highway and leading to the Chatsworth beaches, where the comfort of modern hotels is available amidst great stretches of forest—bordered shores still primitive in its wild ruggedness.

The Pacific highway in Oregon offers the greatest variety of scenic attractions of its entire length—through the beautiful Willamette valley with the snowcapped peaks of the Cascades marching on the eastern horizon, on down through the beauties of Southern Oregon and past the Umpqua and Rogue River valleys.

For those whom the ocean beach attracts, good roads lead from the Willamette and Umpqua valleys through passes of the coast range and join the Roosevelt highway. As for variety, no greater contrast could be found than that between the Roosevelt and John Day highways. The latter winds through a treasure house of prehistoric wonders, lava formed. The Roosevelt highway meanders along over 400 miles of the Oregon shore line and connects on the south with the Redwood highway of California. From its stretches already completed along the bays and capes of the coast, the broad vision of landscape and ocean alternate, bringing to the traveler both inspiration and awe.

**Mt. Hood Loop**  
To the mountain lover, the Mt. Hood Loop affords an excellent opportunity to enjoy Hood, an isolated monarch of the Cascades. This road of 173 miles forms an almost perfect triangle—of which the Columbia River highway forms one leg—between Portland, Hood River and the south side of the mountain itself, the only highway of its kind in America. Paradise park, Ellen park, Lost Lake and other beauty spots will claim attention in this region.

The McKenzie pass, joining the Pacific highway, crosses the heart of the Cascades, passing between the Three Sisters and Mt. Washington to the great Central Oregon section. Here again volcanic activity has resulted in some of the greatest natural phenomena of the world. Glaciers of unsurpassed beauty may be reached easily by automobile. The pine forests of the east side of the mountains surround lovely lakes alive with trout. A truly marvelous vacationland is at hand in Central Oregon.

Through this picturesque plateau runs the Dalles-California highway which crosses America's greatest highway arch, the Crooked River bridge, spanning a gash in a level lava plain 300 feet above a tiny stream that trickles through the floor of a gorge.

Particularly lavish in exceptional recreational advantages Southern Oregon, sometimes called the "land of Crater Lake," to which thousands come every year not only to visit the world-famed lake but to enjoy the whole splendid scenic unit from the Umpqua to the Siskiyou, a vast area of rushing trout streams, heavily forested mountains, lakes of indescribable appeal. Here are the wonderful underground palaces south of Grants Pass—the Oregon Caves. Here also Diamond Lake and the Lake of the Woods. Then there is the beautiful drive along the shores of Kinney lake, and across Green Spring mountain, a part of the famous trip through the Crater Lake national park, the Medford-Klamath loop.

From the gorges of the Columbia south to the Siskiyou is a land of appeal to those who love mountain climbing, hunting, fishing and camping. Game birds abound in the fields and forests of Oregon as nowhere else. Deer, elk, bear and other animals roam in our deep forests. The highways and byways carry the pleasure seeker to the heart of this great outdoors.—From Oregon Business.

## Narrow Streets, Tall Buildings Threaten Autos

By Israel Klein

(Science Editor, NEA Service)  
The narrow streets of New York, most congested city in the country, point a lesson to other communities on the wisdom of planning possible city growth years ahead of time and of controlling its expansion in the future.

In this city, more than elsewhere, two opposites have met to the detriment of traffic, the narrow streets and the tall skyscrapers.

For the width of the streets, present city administrators cannot be blamed. But other cities are being warned against imitating New York in the construction of skyscrapers.

Here are veritable cities in themselves, sticking up into the sky alongside streets usually too narrow to handle the ordinary run of traffic. They're built in the hearts of cities, where streets were laid out years ago without the knowledge or forethought of future possibilities.

The result is a situation like New York's, in many other cities striving to become great.

E. P. Goodrich, traffic authority, figures that New York is losing \$1,000,000 a day due to traffic congestion, and that it would cost billions in reconstruction to avoid this loss in the future. Elevated and surface car lines would have to be abandoned, two and three tiers of roadways would have to be built, tunnels would have to be dug, and, most costly of all, buildings would have to be sited off and accented to make room for the increasing traffic.

While he estimates the presence of about 835,000 vehicles in New York by 1930, his curve of figures goes sharply up until by 1960 he estimates New York's traffic to run up to 2,100,000 vehicles, almost twice the number of vehicles in the entire state today.

Since automobiles will increase elsewhere as fast as they will in New York, a jump of almost 50 per cent in their number would cause considerable traffic difficulties in many cities of the country. Goodrich figures this jump on the contemplated basis of five persons to each motor vehicle.

**Three Preventions**  
To avoid this possibility of congestion he, as well as most other traffic authorities, points to three preventatives:

First is the limitation in height of future buildings, to conform with the width of streets they face.

Second is the provision of adequate platting and zoning laws, for future spread of the city.

Third is the planning of future wide arterial highways.

Lack of these three is what caused present congestion, it is said. Even the adoption of these principles has to be such as to allow flexibility in the future. A street that may appear ridiculous wide today may turn out to be sorrowfully narrow tomorrow.

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## Bus Business in U. S. Is Growing

Three billion motor bus fares were paid in the United States during 1926, according to estimates based on 1925 figures and on new bus line extensions. Including school buses, some 69,000 buses are now in operation in this country.

The importance of the bus in the transportation scheme is indicated by the road mileage covered. Bus routes have a combined mileage of 22,000 miles while the total length of steam railroad tracks is 250,412 miles, or about 100,000 miles less. The mileage of electric railway track is 42,933. Steam railroads have 6,500 motor coaches running in conjunction with their railroad schedules.

The bus movement is growing substantially with but few bus company failures. Bus lines are being created and extended, buses are being improved, and time schedules are now being more rigidly observed.

## Oil Parts Beneath the Running Board

Spring shackles, bolts, brake pads and connections and all other movable parts under the car or on the chassis will require more oil during the rainy season, as water displaces the oil, causing squeals and binding connections that would otherwise work easily.

# Look Out for Yourself! Or Nobody Else Will

When you drive an automobile, you have to look out for yourself because the other fellow won't, nine times out of ten. And when you meet some one who is not even looking out for himself or herself—whether it's motorist or pedestrian or careless child—then it's sometimes impossible to avoid trouble.

Accidents will happen! And if you've never been in one, there's all the more chance that you will be some day. Think of the things that might happen! You might seriously injure or kill someone; you might wreck your own car or destroy the other fellow's; you might hit a tree or post or rock or anything and cause hundreds of dollars worth of damage.

There are innumerable things that can happen to you when driving an automobile. They happen to other people. How do you guard against them?

Complete insurance protection—an absolute guard against any emergency of this kind—is not expensive. Actually it costs so little by comparison that you CAN'T AFFORD TO BE WITHOUT IT. You can buy all or what you need most—and there are numerous features in the policies written exclusively by us that will appeal to you at once. Let us explain them to you and give you rates.

## WHAT YOU CAN GUARD AGAINST FULL PROTECTION COVERAGE

1. FIRE—arising from any cause whatsoever.
2. THEFT—loss or damage from theft, robbery or pilferage.
3. COLLISION—caused by accidental collision with another object; or upset.
4. Public Liability—legal liability for bodily injuries, including death at any time.
5. Property Damage—legal liability for damage or destruction of property of others.

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