

SLOW DRIVING IS
BEST IN WINTERSo Says Secretary of Ore-
gon State Motor Associ-
ation in Safety Talk

Safe winter driving begins with a readjustment of one's schedule to allow more time for travel between the home and office, store, school, or farm, says George O. Brandenburg, secretary of the Oregon State Motor association. The allowance of an extra five, ten, or fifteen minutes, depending upon the distance one has to travel, may mean a difference much more significant than that denoted merely by the time, Mr. Brandenburg points out.

"It is impossible to tell how many accidents may be traced to the individual's failure to adjust his driving schedule to winter when so many things conspire against ordinarily speedy motor travel," says Mr. Brandenburg. "It is not to be doubted that the number would be impressively large were it possible to compute.

"Too fast for conditions" is an accident cause that is most outstanding in winter, even though, on the whole, cold weather driving is slower. It is well to remember that "conditions" are radically different. Streets are slippery and the weather is cold, making for more difficult handling of the car, and the temptation of pedestrians is to rush ahead regardless of traffic. These and many other factors seem to conspire against safety.

"The remedy for these conditions, plainly, is to take more time. If the motorist usually allows ten minutes for his morning jaunt to the office, why not take fifteen for winter? No better way to spend five minutes can be devised. If this allowance is made, there will be no driving that is so fast that a sudden stop may mean a fatal skid. It will mean time to let the reckless driver pass. It will be adequate for more caution in congestion, permitting one to drive further behind the next car, which will make stopping possible in case

A THOUGHT FOR CHRISTMAS



Something for the car for Christmas is not only sure to please the car owner but will bring equal pleasure to everyone who uses the car and will be a reminder throughout the year of the donor's thoughtfulness. Above photo shows the Western Auto Supply company's conception of the activity in many families on Christmas morning.

U. S. Aid Includes Improvement
Of 8,300 Miles of Roads in Year

WASHINGTON, Dec. 17.—Federal aid road projects completed during the fiscal year ending June 30, 1927, increased by more than 8,300 miles, the mileage of improved roads in the federal-aid highway system, and brought the total length of roads improved with federal assistance up to 64,299 miles, the chief of the bureau of public roads, Thomas H. MacDonald says in his annual report to Secretary

of Agriculture Jardine made public in Washington yesterday. The bureau of public roads also co-operated with the state highway departments in secondary improvements necessitated by increased traffic on 1376 miles. Independently for the most part, it completed construction of 4583 miles of main highways in the national forests; and at the request of the national park service the bureau surveyed and supervised the construction of important roads in the national parks and monuments, among them a number which will give access to hitherto unapproachable beauty spots of the national domain.

Federal payments during the year amounted to \$81,371,912.04 or about \$6,000,000 less than the disbursement of the previous year which in turn was \$8,000,000 lower than the year before. "It may be expected," Mr. MacDonald comments, "that the annual expenditure will be still further reduced in the future, until the accumulated balance of earlier appropriation being expended—the program of expenditure reached the rate set by the annual authorization of \$75,000,000 of recent years.

"The annual highway bill of the country," the report continues, "is in excess of a billion dollars, including all expenditures of the federal, state and county and other local governments, for construction, maintenance and administration. Of this amount the federal expenditure is less than 8 per cent, and the states alone spent of their own funds, more than six times the amount they received from the federal government. It is apparent, therefore, that the federal expenditure, at the current rate, is not extravagant, but is, in fact, extremely moderate in view of the large and growing interstate traffic.

"The largest disbursements during the year were made to Missouri, New York and Texas. To each of these states the federal government paid more than \$4,000,000. Pennsylvania received more than \$3,000,000 and all other states less than that sum.

"In proportion to the total mileage of the several geographic divisions the federal-aid disbursement in 1927 was greatest in the middle Atlantic states and least in the west south central states. On this basis the first of these groups received more than twice as much as the second, and between these two extremes the other areas

ranked in descending order, were as follows: New England, South Atlantic, Pacific, East North Central, East South Central, West North Central, and Mountain.

"That the offer of federal aid has not induced the states to make expenditures in excess of those they would otherwise have made is indicated by the fact that in 1926 every state, with two exceptions only (Montana and North Dakota), made expenditures, some very large, in addition to those for federal-aid roads, the total of such additional expenditure being \$432,795,000, or more than four times the amount spent to match federal aid."

Co-operating with the states, the bureau completed the selection of the principal transcontinental roads which will form the United States highway system, and on which uniform signs and markers are to be erected by the states. It also practically completed the distribution to state highway departments of the surplus war material, and retains only a comparatively small quantity of explosives which will be distributed this year.

"Equalling, if not transcending, in value the service directly rendered in the construction of roads," Mr. MacDonald believes that "the researches of the bureau have made available to engineers more exact knowledge of the fundamentals of highway design and economics. Of special importance are the studies of the magnitude and effects of the impact of heavy motor trucks upon highway surfaces, and the possibility of reducing the intensity of the impact forces by changes in the spring, wheel, and tire equipment, and by refinement in the surface of roads." Other important studies dealt with soils and road surfaces, transport and traffic surveys, efficiency studies in the operations of road building, and the testing of materials and designs.

The federal-aid highway system now includes more than 185,000 miles of road, about one-third of which has been improved with federal assistance. With the exception of about 7,500 miles, all the 64,000 miles have been improved in the last six years. "The number of motor vehicles," Mr. MacDonald observes, "continues to increase annually at an approximately constant rate. The registration of 1926 was more than twice that of 1921, the year in which the federal-aid system was designated, and the traffic served by the roads has, of course, increased proportionately. It is necessary, therefore, not only to extend the improved mileage, but also gradually to raise the type of improvement on the roads already constructed."

The aggregate length of the bridges more than 20 feet long built during the year was 45.9 miles, which was more than twice

the bridge mileage of the preceding year. A bridge, more than two miles in length, spans the Choctawhatchee river in Florida between Westville and Caryville. Two, each more than a mile in length, were completed, one over the White river between Bedford and Mitchell in Indiana and the other over the Platte river in Nebraska.

The report includes brief summaries of the federal-aid road work in each of the 48 states, and short descriptions of the more important researches in progress.

ANOTHER SCANDAL, MAYBE

Something is wrong in Washington. A headline the other day said "Congress Dusts Off Its Desk."

At a lecture, the speaker orated fervently: "He drove straight to his goal. He looked neither to the right nor the left, but pressed forward, moved by a definite purpose. Neither friend nor foe could delay him, nor turn him from his course. All who crossed his path did so at their own peril. What would you call such a man?"

"A truck driver!" shouted a voice from the audience.—Forbes's Magazine.

AUTO ACCIDENT
DEATHS INCREASETotal Number of Fata-
lities in United States
Last Year 18,871

WASHINGTON (AP).—Deaths from automobile accidents in the United States are increasing both in total number and in proportion to population with each year.

The commerce department in announcing results of a study of the subject, fixed the total number of automobile accident deaths in 1926 in the United States at 18,871 persons.

This gave an indicated death rate of 17.9 persons per one hundred thousand population. In 1925 the similar rate was 17, in 1924 it was 15.7 while in 1923 it was 14.9 and in 1922 but 12.5.

Further, the report said, the total of deaths met in collisions between automobiles and railroad trains or street cars was excluded from its findings. If such deaths had been included in the list of

fatalities assigned to automobile operation in 1926, the grand total would have been 20,891 deaths, and would have been increased to 19.9 per hundred thousand of population.

Suggests "Shame
Badge" for Cars

CHICAGO, Dec. 17 (AP).—"Badges of shame" have been suggested at a meeting of the public school safety league for every motor car held responsible for an accident. Chester J. Alger, a director of safety, said the badges might take the form of a red vehicle license tag to be displayed by offending cars.

APROPOS
A pedestrian, bumped by a taxicab, found himself lying in the street, directly in the path of a steam roller. "That reminds me," he cried, "I was to bring home some pancake flour."—The Open Road.

SO THAT'S NEWS
Mr. and Mrs. Lew Cody say they have no thought of divorce. The Codys live in Hollywood.

FOUR-WHEEL BRAKES

FOR

AMERICA'S FASTEST FOUR.

DODGE BROTHERS ADD NEW
EQUIPMENT AT NO INCREASE
IN PRICE

Four-wheel brakes of the latest and most efficient Steel-draulic type now insure deceleration equal to the amazing acceleration of America's Fastest Four!

Swift, time-saving travel is now made still safer by increased braking efficiency.

Step on the brake pedal and feel the positive, cushioned braking, absolutely uniform on all four wheels.

At \$375 for the Sedan, f. o. b. Detroit, this famous Four with complete factory equipment, represents the smartest, swiftest, sturdiest, low-cost transportation money can buy.

The car is roomy—yet compact.

Turns in a 38-foot street—parks in 17½ feet of curb space—yet provides ample room and exceptional comfort for five adults.

Spring length 85% of wheel-base—the longest in its price class.

Mile-a-minute performance! 25 miles to the gallon. 25 miles per hour!

A brilliant performer by every standard—a sturdy car from end to end.

A Four of striking beauty—smartly finished—tastefully appointed—luxuriously upholstered—long, low and gracefully designed.

A car you can drive for years because in every detail it is built the good Dodge way—carefully and accurately—of materials that pass Dodge Brothers high and critical standards.

Six months in public service, this Four has already won as proud a name for itself as any product ever built by Dodge Brothers.

After stern trial, it has been accepted as a value—a genuine and trustworthy value. And now with four-wheel brakes at no extra cost, you can buy it knowing that money has no greater buying power in the field of transportation.

You've Forgotten One
Fellow's Gift!

And that's yourself

While you are providing (or at least paying for) a lot of other gifts, isn't it logical to give yourself a treat along with the others?

Nobody could object to that—especially if it were a new set of

Fisk Tires

Which is a practical, very unsentimental suggestion, but any man who drives a car knows that he'd have difficulty picking out a more satisfactory gift.

They'll remind you happily of Christmas for many months—through two more Christmas days probably—and surely more miles than you've ever had before.

Just try it. You've no idea how much satisfaction you'll have out of giving such a practical gift to yourself on Christmas morning!

Playle Oil Co.

"Playle's Superior Service—Always As Near As Your Telephone"

Fisk Tires
and TubesTexaco
Gas and OilWhen Water Will Freeze
Oil Must Still Flow Freely—

You protect your engine from the outside by using anti-freeze mixture.

Now, you can protect it from the inside—by using a free flowing oil—Golden TEXACO, the motor oil that flows at zero—instantly lubricating every moving part from the first thrust of the cold piston.

The New Texaco Gasoline
Starts Quickly

Heasty & George

Corner Adams and Second

You Can Get
It Here!

Windshield and Side
Door Glass
Cork Fabric
Leather Welt Fisher
Channel
Felt Covered Channel

La Grande
Construction &
Supply Co.
Charles Harris, Prop.
1501 Madison

DODGE BROTHERS, INC.