

GATES SAFEST
FOR CROSSINGS

Government Officers Report on Conclusions Made During Survey

WASHINGTON, Feb. 11 (AP)—Despite the ingenuity and scientific knowledge which have been employed by government and railroad agencies for years in the effort to make grade crossings less dangerous, the gates which are operated by watchmen to fence off the tracks when trains are approaching remain the most effective.

This is one of the conclusions of Austin H. Fletcher, chairman of the committee on causes and prevention of highway accidents, and William G. Elliot, associate highway economist of the United States bureau of public roads, in a report to the highway research board of the national research council.

Next in order of effectiveness in preventing accidents they place the crossing flagman, followed in order by audible and visual signals, commonly operated automatically by train movements, by crossing bells or visual signals separately, and finally by fixed signs which give no special notice of the immediate approach of danger.

"A MAN IS AT THE WHEEL." (Wherein Mrs. Lillie B. Fletcher, of Bartlesville, Oklahoma, replies to "A Woman's at the Wheel," reprinted in the November Wheel from The Stanford Chaparral.)

If cars whizz by at breakneck speed, Whose drivers must be in the lead, And to pedestrians pay no heed, A man is at the wheel.

If taxi drivers live to tell How they've been told to go to— And missed it just by inches, well, A man is at the wheel.

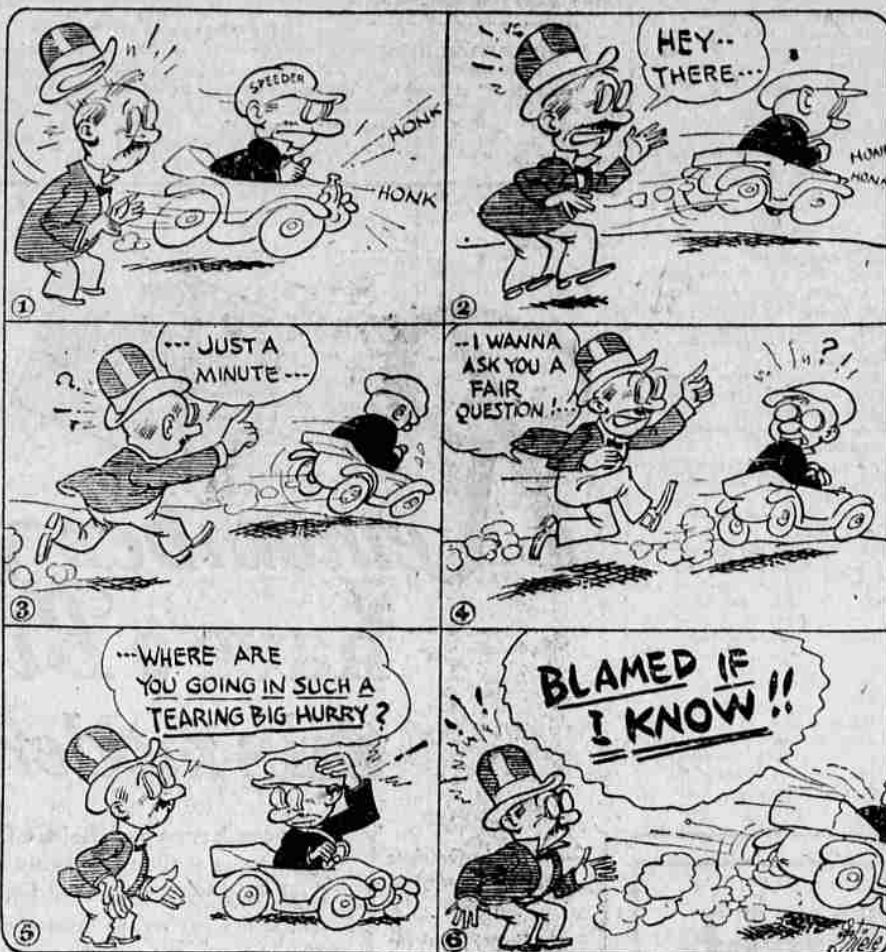
If in and out a car does swerve In traffic jam or on a curve, Which makes a wreck of friend and wife's nerve, A man is at the wheel.

Oh, sure man laughs at our fool stunts, Yet what he does would make a dunce.

Seen smart. When cops are cursed, A man is at the wheel.

Headlines you never see: ADMIRAL PREDICTS 100 YEARS OF PEACE.

THE REASON THAT SPEEDERS SPEED



WALLOWA SEES NEW FORD
WALLOWA, Ore., Feb. 11 (Special)—The new Ford car which was delivered to the Strite-Wade garage here recently has attracted the attention of a large number of persons. A man is kept busy the most of the time giving rides to interested persons. According to many of those who have ridden in the car, it is everything claimed for it.

The day is coming when the world will be toothless, says a scientist. (Maybe he has been studying law.)

JUST CAREFUL

Lawyer: Then you say that this man was drunk?

Witness: I do not. I simply said that he sat in his car for three hours in front of an excavation, waiting for the light to turn green.

Judge

EXTRAS

I: Why don't you get some fenders and a tall light on your Ford.
II: Oh, I think it looks snobish to put a lot of extras on a car.
—Nebraska Awgwan

Poor Brakes Cause Few Auto Accidents

WASHINGTON (AP)—Although almost every other part of the automobile, in the opinion of many engineers, has been carried much further toward perfection than the brakes, their failure can seldom be blamed for a railroad crossing accident.

In a study of reports on nearly 6000 such accidents analyzed for the highway research board of the national research council by Austin H. Fletcher of New York, chairman of the committee on causes and prevention of highway accidents, and William G. Elliot, III, of the bureau of public roads, they found defective brakes mentioned as contributing factors in only 51. Inadequate headlights were even less frequently mentioned, being reported in only 15 instances.

Race Drivers Use Gum-Dipped Tires

Racing history repeats itself. Firestone Gum-Dipped tires, winners of every national championship for years, are again shattering all world's records on the great speedways of the country, according to Perkins Motor Co., local Firestone service dealer.

The story has been the same at every important race in years. Firestone equipped cars win all national championships. The average man who owns a car necessarily should be assured of the same tire safety and dependability as the racing drivers who entrust their personal safety to Firestone Gum-Dipped tires. Veterans of the speedway understand the extra strength and speed built into a tire by reason of the exclusive Firestone Gum-Dipping process. They know that this method impregnates and insulates every cord of the carcass with live rubber, reducing the possibility of internal friction, and unifying the whole structure of the tire. Moreover, the Firestone scientifically designed balloon tire tread provides driving dependability, and long mileage at low cost.

HE KNEW BETTER

Two negro boys were engaged to change one of the large, heavy tires used on the present-day type of motor coaches. The bulk and weight of the tire was giving them quite a little trouble and a bystander, noticing this, made an offer of a quarter to the one making the nearest correct guess of the actual weight of the tire.

The first boy to proffer his guess very confidently said, "This here tire weighs 25 pounds, boss."

Whereupon the other boy hilariously drolled his reply: "Boss, dat shows how ignorant some niggers is. Ah jest put 70 pounds of air in dat tire."—Forbes Magazine

ANOTHER DIRTY KNOCK

"You say you come from Detroit," said the doctor to his fellow passenger. "That's where they make automobiles, isn't it?" "Sure," replied the American with resentment. "we make other things in Detroit, too."

"Yes, I know," retorted the doctor. "I've ridden in 'em."

The commandant of France field, Cristobal, says Lindbergh is nervous and he fears the colonel will "crack under the strain." Oh, no, commandant! After eight months listening to banquet speeches? Oh, no! The colonel now can stand anything.

SPARK PLUGS TO
BECOME BETTER

So Believes Ignition Specialist, Who Predicts New Developments

NEW YORK (AP)—Spark plugs are crude things and even act as tiny broadcasting stations, interfering with radio reception on airplanes, says R. T. Hurley, ignition specialist of the Moto Meter company.

Further development in spark plugs is needed, he says, before maximum efficiency can be attained in high compression airplane or automobile motors.

Mr. Hurley points out that the spark plug acts as a miniature spark transmitting radio station, providing radiation that interferes with transmission or reception of radio by an airplane.

This interference originates in the plug, travels back through the high tension leads, through the ignition system into the battery and through the entire lighting and

wiring system of an airplane, which thus becomes the antenna for broadcasting the interference. Tests conducted by Mr. Hurley in conjunction with Navy Department's bureau of aeronautics indicate that a rectifying quality might be incorporated in a plug to prevent radio disturbance. Such a change would make unnecessary the use of cumbersome grounded ignition shielding, the engineer asserts.

Future developments in the making of spark plugs, Mr. Hurley says, will reduce their cost and improve their operation. New or improved materials, or a better knowledge of known materials, he believes, will effect these improvements.

IS THAT SO?

Professor: I say, your tubular air container has lost its rotundity.

Motorist: I don't quite—
Professor: The cylindrical apparatus which supports your vehicle is no longer inflated.

Motorist: But—
Professor: The elastic fabric surrounding the circular frame whose successive revolutions bear you onward in space has not retained its pristine roundness.

Small Boy: Hey, mister, you got a flat tire.

—Motorland

NEW TYPE OF
AUTO RACE IS
BUGATTI PLAN

PARIS, France (AP)—A real race between the world's great automobile drivers but all with exactly the same cars, is being organized by Ettore Bugatti, one of the leading car builders of France. He is anxious to see what different men will do with the same automobile and to determine whether it is the car or the man that wins a race.

Bugatti, whose firm has been entered in most of the big races all over the world for many years, proposes to furnish a large number of cars and let the drivers draw lots for them.

YOU'RE WELCOME

"Thanks for the hug and kiss," said the sheik, as he resumed his driving with two free arms.

"Don't mention it," she replied, "the pressure was all mine."

George Remus didn't get a thing. We wonder how the case of the fellow who invented a loud speaker that can be heard a mile is going to turn out?

Queer Blunders
Swell Death Toll

WASHINGTON (AP)—An analysis of grade crossing accidents by A. B. Fletcher, consulting engineer, and William G. Elliot of the bureau of public roads shows a wide variety of mishaps.

Among cases in which automobiles, pedestrians and teams blundered onto crossings and were struck by trains are many queer combinations of circumstances.

In one instance a neighbor and his family met death when the friend, whose car they were towing, pulled the emergency brake and stalled the first car in the path of a train. In another an excited woman pulled the brake and stalled the car on the track. One driver stalled on the track and backed off safely, but continued backing in a semicircle until he was once more in the path of a train. Again, a driver drove into the rear of a car waiting at the crossing and bumped it into the speeding train.

TODAY'S HOME HELPS

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GOOD YEAR
TIRES

ON
EASY
CREDIT



LIBERAL
CONVENIENT
TIME
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NO DELAY
RED TAPE
EMBARRASMENT

HERE'S OUR PROPOSITION!!

We have always sold tires until this time on a cash basis. Now you can buy them on time payments—one tire, two tires, three tires, or a complete set of four. Tubes the same way. Just drive up and put on the tires—no need putting it off—no need to take chances with worn tires—you can have Goodyears now.

To You Motorists Who
Are Not Using Goodyears

Come in—we want to show you this good-looking Goodyear with the new All-Weather Tread. Let us tell you about the mileage records that these tires are making—we want you to try just one Goodyear—compare it with others and then we are sure you will fall in line with the fast increasing numbers who are Goodyear Boosters.

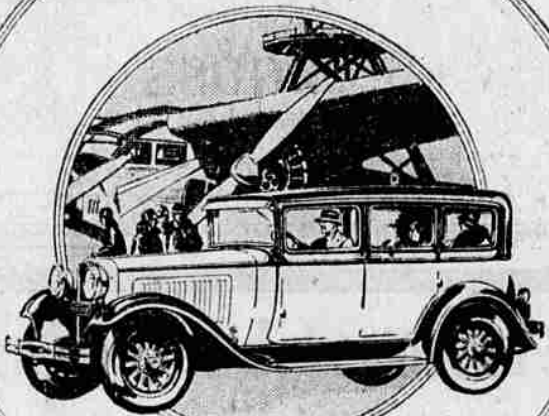
Pay a Little Down
Balance As You Ride

You can choose from a big, clean stock of Goodyears, including the All-Weather treads, Pathfinders or Speedways—every one a big value made by the largest tire-maker in the world. You are sure of this value and now you can have it in this convenient way.

More People Ride on Goodyears Than Any Other Kind of Tire

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SEDAAN 608 DETROIT



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The wide, deep Victory chassis frame, flush with the body lines, eliminates the body sill and the customary body OVERHANG.

Major body parts are reduced from 367 to 81 175 pounds of useless weight are cast off!

The gravity center is radically

lowered—with head-room and road clearance unaffected.

The results cannot be expressed—they must be experienced.

No skidding or sidesway. No back-wheel "chatter" when the Lockheed Hydraulic brakes are quickly applied.

A smoothness over cobble roads that you have never imagined possible.

A swift car that is safe—a moderate-priced car unsurpassed in smartness and individuality.

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