

UNIFORM SIGNAL SYSTEM DESIGNED

If Code Is Adopted, It May Decrease Worries of Motorists

By William E. Berchold (Associated Press Auto Editor)

WASHINGTON (AP)—A uniform system of traffic signals from coast to coast is the aim of a code designed to decrease motorists' confusion while driving through strange cities.

The motorist from Centerville who insists that the amber light is his signal to go whether he is in San Francisco, Chicago or Washington may have fewer arguments with traffic officers if the new code is adopted nationally.

Traffic engineers who prepared the code for the American Engineering council after a two year study of conditions in all cities with more than 50,000 population, say that most accidents and traffic delays can be attributed to the lack of uniformity among cities in their signal, signs and markings for regulation of street traffic.

No two cities in the United States, these experts observe, have exactly the same set of rules and system of markings to aid movement of traffic in safety. Their plan is to urge all cities to join in the adoption of a uniform system, which all motorists can readily understand and obey. The code, drawn up as the result of the two year study, soon will be placed in the hands of city traffic officials, engineers and manufacturers throughout the country.

If the code is adopted nationally, motorists driving from coast to coast would be guided by signs and same color combinations. They would know that a red signal would mean "stop" and remain halted until a green signal is displayed. They would know that green gives permission to go, subject to the safety of others; and that yellow after green means stop before entering the intersection unless when the yellow first appears you are so close to the intersection that you cannot stop with safety. They would learn never to expect a yellow light after red, since the expert says such a signal is dangerous to safety.

Turns to the right or left while the red light is showing would be prohibited throughout the country. If the uniform system is adopted, lane mushroom buttons, which project several inches above the pavement, would be considered a menace unless the street is very

Coordination of Road Control Is Urged to Get Farmer Out of Mud

WASHINGTON (AP)—Progress toward getting the farmer out of the mud and the city man out of the city on week-ends is hinged upon the coordination and cooperation of authorities in charge of roads adjacent to cities, according to the Bureau of Public Roads.

Answering a general plea for greater progress in the solution of highway problems, the bureau points out that approximately 1,000,000 miles of local rural roads in the United States are administered by town or township authorities and that more than 1,750,000 miles are administered by county authorities.

Only 975 of the 2,999 counties exercising control over local roads carry on construction and maintenance programs which can be described as competent, according to public road engineers. There are 829 counties, they say, which have no definite organization for the maintenance of roads and in which "the work is of a most casual and inefficient nature."

"The county or township unit is generally so small and its taxing power so limited," the bureau's experts report, "as to preclude costs for proper supervision of road work. If adequate equipment is provided, the area is generally so small and the mileage so limited that it cannot be employed full time."

"In many counties control is limited to a single engineer who, in many cases, is poorly paid and is inexperienced or relatively incompetent. Only the larger or richer counties have sufficient income to employ competent engineers."

"The outward movement of population in metropolitan areas has caused a rapid growth of suburban sections. Generally each of these urban units has partial jurisdiction over sections of the county highways within their boundaries, and the lack of a common plan has been a serious obstacle to continuous improvement of main highways."

The bureau advocates in its report a plan which would designate a non-traffic space. Obstructions in the road would be marked with alternate black and white lines sloping at an angle of 45 degrees or by white and black checkerboard squares.

Gates protecting railroad crossings would be marked with alternate black and white stripes sloping at an angle of 45 degrees.

The code, several thousand words in length, defines every detail in the construction and regulation of traffic signals, signs and markings for city use.

RUBBER SUPPLY IS THREATENED

Increase in Sheep With Cattle Holding on During Last Year in U. S.

NEW YORK (AP)—Low prices of crude rubber and a seemingly adequate supply should not be allowed to lull this country into a feeling of false security, for an increased consumption may be expected with the worldwide use of motor vehicles, in the opinion of Charles E. Wood, president of Charles E. Wood, Inc., dealers in crude rubber.

Mr. Wood, who advises development of American-controlled rubber areas in Brazil and elsewhere,

recalls that rubber sold for 12 cents in 1922 and that there was a huge over-supply in 1925, but stocks vanished and prices crossed \$1.20 per pound before a suddenly tremendous demand.

World production and consumption for 1929 are estimated at 700,000 tons each, but Mr. Wood believes increased consumption, especially abroad, may be looked for in 1930, 1931 and 1932, forcing the United States to compete more and more with the world for trade requirements. He questions whether enough new rubber areas will be developed to compensate for augmented demand, since it takes seven years to grow a rubber tree and plantings have been small.

Furthermore, he says, the present price of crude rubber, which is selling practically at the cost of production, will discourage use of reclaimed rubber, especially in second grade tires, and demand further will be increased through use of rubber in other articles now incorporating substitutes and the development of new uses.

"Stocks are sufficient, but not excessive," Mr. Wood told The Associated Press. "Yet in spite of these facts I believe the time will come when world demand will exceed the capacity of present productive areas. Ford in Brazil and Firestone in Liberia are undertaking a far-sighted, patriotic work, the benefits of which will be reaped in future years. Similar projects should be encouraged in Brazil and elsewhere so as to provide the crude rubber which will eventually be needed to supply the world's demand."

Major Segrave Is Given Big Sendoff

LONDON, Feb. 2 (AP)—Major H. O. Segrave, British racing driver, had a big sendoff here when he took the boat train enroute to Daytona, Florida, where he will attempt to recapture the automobile speed record with his racing car the Golden Arrow.

He will board the liner Majestic at Southampton for New York. A farewell luncheon will be given aboard the vessel which is also carrying the Golden Arrow and his motor boat Miss England.

Smith Favors A Sliding Scale Licensing Plan

There has been considerable discussion among automobile dealers and owners in La Grande about the proposed schedule of license fees for motor vehicles. The bill now pending in the state legislature calls for a straight reduction of 25 per cent in license costs the schedule being based on the 1927 registration, it is said.

L. C. Smith, local Dodge dealer, says "It is my opinion that the present fee should be left as it is rather than change it according to the method suggested in the bill. I propose a sliding scale. As a car gets older the license should be reduced."

Oil Can Headed Toward Olivion

CHICAGO, Feb. 2 (AP)—A lowly item of automotive utility, the oil can, is following its predecessor, the buggy whip socket, into oblivion.

New models at the Chicago National automobile show disclose a noticeable absence of the oil can, which until three or four years ago commonly reposed under the engine hoods. New Mechanical lubrication is the explanation.

Auto Insurance Plan Announced By Local Agent

A plan by which car owners may buy necessary forms of insurance on a monthly payment plan, similar to that on which millions of people buy their cars, homes, and other conveniences, has just been announced by the largest multiple-line insurance company and is now being offered to the automobilists of La Grande and vicinity by Oscar Warnock at the United States Investment Co.

"The policies," says Mr. Warnock, "are identical with those sold for annual premiums. They are issued for a year and monthly payments will run for two to six months, depending on the size of the car and the forms of insurance needed. The policies will be issued for standard rates and a charge of 25 cents will be added to each instalment."

"Under present conditions of traffic," Mr. Warnock points out, "no one can afford to take his car out of a garage unless he has arranged for the protection of liability and property damage insurance, at least. A man never knows when he is going to meet with an accident; never knows when he is going to have a lawsuit for damages, even though he may not have been the driver at fault. And auto damage suits are for big amounts these days."

"It's a wonderful thing to be able to refer the claimants to the capable representatives of a big insurance company and know that the company will not only handle the matter but pay whatever should be paid, including costs."

"If the man insures in the company offering this protection on the instalment payment plan, The Travelers of Hartford, Connecticut, he feels easy no matter where he drives because The Travelers has service offices throughout the United States and Canada."

"The new instalment payment plan," says Warnock, "applies to four important kinds of insurance: "Public Liability and Property Damage which protects against damage claims arising out of the death or injury of another person, or out of the damage to his property caused by your automobile; investigates the accident and determines who was to blame. Clears your name if you were not responsible; settles the claim amicably, out of court, whenever possible; acts in your defense, if a fraudulent, exaggerated, or unjust claim makes court action imperative; pays court costs and legal fees; pays the award, if one is rendered, up to the limits of your policy; protects up to the limits of your policy, everything you own against being seized, sold, or attached to satisfy a damage judgment arising out of an automobile accident."

"Collision, which pays for the damage that your car sustains in a collision."

"Automobile Glass, which pays for windshield, glass in doors, windows or other plate glass accidentally broken, except by fire."

Many La Grande people will probably take advantage of this convenient payment plan.

Mr. Warnock states that he will be glad to quote rates and explain the insurance at his office.

Cow Has the Right Of Way in State

VANCOUVER, Wash., Feb. 2 (AP)—No matter which way she wants to go, a cow, inherently, has the right of way on Washington highways. Such is the opinion of Superior Judge George B. Simpson. Supporting his decision, Judge Simpson has awarded to H. A. Frowd judgment of \$299 against Edward Marchbank. Frowd's cow died in an attempt to defend her right of way over Marchbank's automobile.

Supply Company Announces "Cut"

Closely following a general reduction in prices on all Western Giant and Wear-well tires sold by the Western Auto Supply company stores, comes another announcement of a general price reduction on Wizard storage batteries.

With this new, reduced price schedule in effect, Western Auto stores now offer Wizard batteries at the lowest prices in the history of the company, states the local manager of the Western Auto store.

Automobile Insurance On The Instalment Payment Plan

To make the purchase of Automobile Casualty Insurance convenient for car owners, O. W. Warnock announces a new instalment payment plan.

The insurance so offered is vitally necessary protection under present dangerous traffic conditions. The forms of protection obtainable on easy terms are commonly called Public Liability, Property Damage, Collision and Plate Glass.

Policies will be issued by the largest multiple-line insurance organization in America, The Travelers, Hartford, Connecticut.

Contracts are on the same standard forms which have hitherto been offered only for annual premiums. They are issued for a full year and may be paid in convenient monthly instalments.

Rates are standard. The small charge of 25 cents per instalment is added for the service rendered by the plan.

Tell us the make and model of your car and quotations will be given without obligating you in any way.

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