

**WALLOWA PLANS
1929 ROAD WORK**

Grading Machinery Will be Busy During Most of Summer Months.

By G. C. Meek
(Observer Correspondent)
WALLOWA, Ore. (Special)—Present plans for road work in this county for the year indicate that the grading machinery with crew will be quite busy for the greater part of the summer on the various roads on which improvements will be made. The heavy road building equipment with a crew of several men have been busy engaged in completing the clearing and grading work on a four and a half mile stretch along the north side of the valley which when graded will give a surfaced connection between the Lostine-Evans-Leap market road and the Whiskey creek market road. This stretch of road will serve a large number of farmers along that side of the valley as well as many further into the hill sections who will no doubt do much of their traveling this way instead of going to other towns of the valley. It is understood that no definite date has been set for putting the gravel on this stretch of grade, however, many are in hopes the work will be done during the coming summer. This road when completed will eliminate an extremely bad piece of road near the Williams Bros. farm on Parsnip creek where the road leaves the bottom and runs along the hillside near where many springs keep the ground soaked at all times resulting in continuous mud holes. Other road work is scheduled for a stretch of road in Middle Valley and some in the Promise section, after which it is planned to commence work on the Leap market road which will connect with the end of the present Lostine-Leap market road and end at the north end highway on Trout creek. It is expected that three years time will be required to complete this road, because of the fact that in the road district comprising the territory traversed by this road it has been necessary to vote a special tax to make the road possible, with a portion of the tax being voted each year. It is reported that money from tax which will be available for the work there this year is some-

where around \$4500 which is expected to be sufficient to make a considerable start. The starting point at which work will begin is not definitely settled as this will be worked out by the county engineer and members of the county court. There has been some differences of opinion among interested farmers as to where, this year the work should be done on the new project.

**Haulers Make
Protest on New
Reciprocal Law**

SALEM, Ore., May 11 (AP)—Portland merchants and commercial haulers are the main objectors to the new reciprocal arrangement between Oregon and Washington, according to Secretary of State Hal E. Hoss who was one of a group of conferees that discussed the new plan at Olympia Tuesday. Each state, at the 1929 legislature, enacted legislation whereby motor vehicles from one state may operate in the other within 20 miles of the border without being licensed in both states. This, it is claimed, works to the advantage of Washington, since most of the commercial vehicles coming into Oregon from that state do all their business in Portland, most Oregon commercial vehicles, on the other hand, that go into Washington, must go more than 20 miles north of the border in order to reach important cities, and to do so must obtain Washington licenses. Those attending the conference were Secretary Hoss; T. A. Rafferty, Oregon chief state traffic inspector; Frank Irvine, chief of the traffic squad of the Portland police; Senator Joe Dunne, who introduced the new Oregon law; and Charles R. Maybury, Washington director of licenses. Forty operators were present.

Back Seat Experience
The meek-looking woman with shell-rimmed spectacles was applying for a driver's license. "How many miles have you driven?" asked the official. "Fifty thousand miles—and never had hold of the wheel!" interposed her husband, stepping in. She got the license.—Detroit Motor News.
"Ma, I'm engaged."
"Can she take a cherry pie?"
"Yes, and she can change a tire."
—Louisville Courier-Journal.

**Road Signs Placed Upon Basis
Of a Safe Stopping Distance**



H. H. Allen (above) is about to fire one revolver beneath the test car's running board as a signal for the driver to fire the other and stop. Below, D. L. Welker (left) and Allen are measuring the revolver discharge marks to determine the driver's reaction time.

By WILLIAM E. BERCHTOLD
Associated Press Automobile Editor
WASHINGTON (AP)—Traffic signs are to be located with definite knowledge of the distance in which a motorist can stop his car after he sees an object and applies the brakes. A study carried on by the bureau of standards revealed that it takes the average motorist one-half second to react to any given stimulus, such as a road sign or a rifle shot, and that the distance in which he can stop may be definitely computed for all speeds. A man driving 35 miles an hour with four wheel brakes in good condition can stop in 135 feet if he is warned by a properly designed sign. This is computed for night driving, allowing a full second for the driver's reaction to the sign before he applies the brakes. If the car is equipped with good two wheel brakes, he can stop in 200 feet when traveling 35 miles an hour. This provides engineers definite information upon the distance from a railroad crossing or other hazard that a sign should be placed. Results of the research were employed by the American engineering council in its adoption of a standard code for highway signals and signs. The distance from intersections and hazards has been computed upon the basis of the motorist's reaction time and his ability to stop at touring speeds with adequate breaks. The bureau of standards obtained its data by studying the reaction of scores of drivers picked at random. Two revolvers beneath the running board of the test car were so arranged that the experimenter could fire one, which would be a signal for the driver to fire the other and stop the car. The distance between two red blotches on the highway made by a prepared discharge from the revolvers, provided a measure of the driver's reaction time. D. L. Welker and H. H. Allen, bureau of standards engineers who conducted most of the tests, found that speed did not affect the driver's ability to reach to a signal. They learned that the age of the driver had little effect upon his reaction time; that sex was no factor; and that there was a general relationship between the driver's intelligence and his ability to act when given the signal.

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**Eliminates 390
Grade Crossings
During the Year**

WASHINGTON (AP)—The bureau of public roads report that 390 dangerous railroad grade crossings were eliminated from the federal aid highway system within the last year. One hundred and seven crossings were eliminated by grade separations, while 322 were excluded through relocation of the highways to avoid the danger spots. Since 1917, the bureau reports, 4,291 crossings have been eliminated in the drive to make highways safer for motorists who use them daily. Wisconsin heads the list for last year in the number of grade crossings eliminated with 35. Alabama is second with 31; Michigan, third with 25; Texas, fourth with 25; Indiana, fifth with 24; Kansas, sixth with 23; and Montana, seventh with 22. Georgia and Illinois each are credited with 21 and Mississippi with 17. For the period from 1917 to 1928, Texas heads the list with a total of 449 eliminations.

**Gyp Motor Club
Salesmen Work
In Northwest**

PORTLAND, Ore., May 11—Arrests of gyp motor club representatives made last week in Washington County draws attention to the tremendous sums of money that these fake clubs take from the public. Journeying through the state "working" in community centers a group of high-powered salesmen remove huge sums by promising all sorts of inducements to secure the motorists' money. It is estimated that in Oregon alone over \$100,000 has been taken from the motorists during the past year by the operation of these gyp salesmen.

The largest loss on record is that suffered by motorists in Chicago and Cook county, Illinois, through the operations of the Metropolitan Automobile Service Corporation. This outfit is said to have taken \$1,200,000 from 30,000 motorists in a period of 20 months. The scheme of this concern was to sell the usual type of "service contract" as a policy of insurance. The charge for it was \$29.50 for two years.

The corporation was organized in August 1923. The federal grand jury indicted both the corporation and its promoters on April 3, 1925, for using the mails in furtherance of a scheme to defraud. Regional Race Offices
Arthur H. Means, for 10 years identified with AAA racing, has been transferred as regional supervisor in charge of all racing activities in the New England states, New York state and northern New Jersey. A second regional office has been established in Philadelphia which will coordinate all AAA racing activity in eastern Pennsylvania and southern New Jersey. The latter office will be in charge of Joe Dawson, winner of the Indianapolis "500" in 1912.

**SERVICE STATION
IS OPENED TODAY**

B. B. Collins Now Operating in New Business on First and Adams.

A new and attractive service station, located at First street and Adams, avenue, opened its doors to the motoring public this morning. The structure, which was recently completed by the proprietor, B. B. Collins, is finished in a cream stucco with blue trimming. Mr. Collins' station will be known as Collins Service, and will be devoted entirely to handling Richfield products. Mr. Collins has the latest equipment and announced this morning

that soon he will install a new hydraulic lift. The station has an advantageous position, as it is the first station as the motorist drives into La Grande from the west, and also the last as he drives out from the east. Mr. Collins has been in this line of business for some time and his experiences assure his patrons of efficient service.

Wanted Comfort
He and his young wife were taken for a motor trip by some friends. She admired his anxiety about her comfort.
"Are you all right?" he asked.
"Quite, dear."
"Cushions comfortable?"
"Quite, darling."
"Not being jolted?"
"Oh no, sweetheart."
"Not in a draft?"
"No, lambkin."
"Then change seats with me."
—Washington Cougar's Paw.

Announcement

COLLINS SERVICE STATION
Cor. 1st and Adams
is now open for business with all
RICHFIELD PRODUCTS
B. B. COLLINS, Prop.

**A Low-price
GOODYEAR that rates as
a "head-liner"**

Here's concrete evidence that you SAVE MONEY when you buy from us and get tires built and guaranteed by the world's largest rubber company. For here's a big, husky, full-over-size Goodyear that is SUPERIOR TO MANY MAKER'S HIGHEST PRICED TIRES— Yet it sells to you on a level with mail order, "bargain store," little known or second-line tires of other brands. We put it on for you, give you our regular year-round attention and

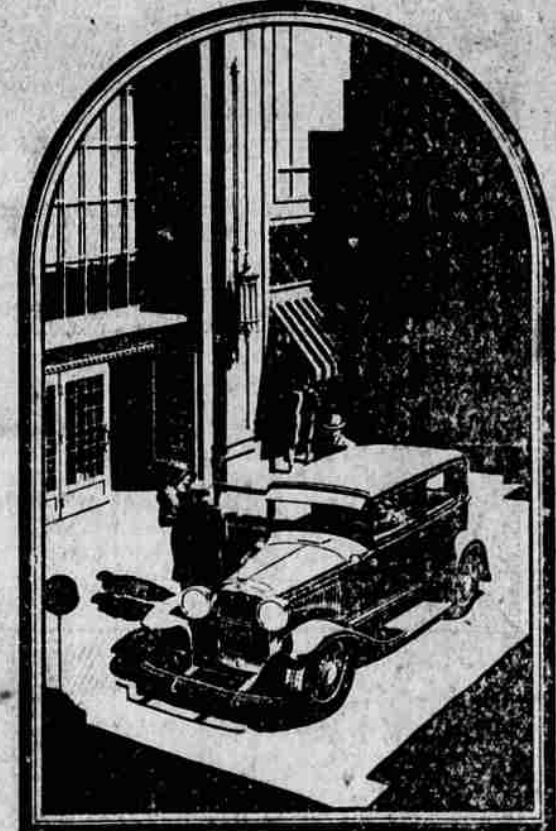
Under its heavy, wide and slow-wearing tread—there is a powerful, elastic, shock-absorbing body of SUPERTWIST cord. SUPERTWIST is a Goodyear patent—used only in Goodyear Tires. It means real immunity from premature breaks and blow-outs which often ruin the carcass in a tire built of the best competitive cord. See a demonstration of Supertwist's superiority at our store! Only Goodyear can build a "head-liner" like this Pathfinder at such low prices. The reason is the production, by Goodyear, of millions more tires than any other company—a factor which gives Goodyear the lowest cost of manufacture. Ask to see this great, new tire.

**Astounding!—
but a fact!**
While you read this sentence, 4 Goodyears are being sold. Every six seconds, 4 people buy Goodyear Tires! Goodyear builds more tires than any other company. You get the benefit in higher quality at lower cost.

It's the great, NEWLY IMPROVED, smart-looking Goodyear Pathfinder!

W. H. Bohnenkamp Co.
GOODYEAR

MORE Smartness and Style



**MORE
Power
and
Speed**

**COACH
\$1045**

The Knight engine gives high uniform compression at all times, at all speeds, and with any gas—and it is the only type of engine that keeps growing smoother and quieter with use.

At a record low price for so large and so beautiful a Knight-engined car the new style Willys-Knight "70-B" is bringing the superiorities of the patented double sleeve-valve motor to thousands of added owners. In each cylinder of this simplest and most efficient of power plants, two metal sleeves combine with the dome-shaped cylinder head to form a perfectly sealed combustion chamber. The full force of the explosion is directed straight downward against the piston, making the most efficient use of the highly compressed gas. In the Willys-Knight "70-B" a rugged seven-bearing crankshaft reduces vibration to a minimum, while the car's improved frame construction gives extra strength and rigidity.

Coupe \$1045, Sedan \$1145, Roadster \$1045, Touring \$1045. Wire wheels included. Prices f. o. b. Toledo, Ohio, and specifications subject to change without notice. Equipment, other than standard, extra.

WILLYS-OVERLAND, INC., TOLEDO, OHIO
**NEW
STYLE Willys-Knight**

Gettings & Hanks
Jefferson Ave.