

UNIFORM SIGNALS PREVAIL IN EUROPE

Motor Travel on Continent is Facilitated by Single Marking Plan

WASHINGTON, D. C., Nov. 30.—Motor travel on European highways is being greatly facilitated as the result of the adoption of uniform road signals instead of lettered signs, according to the Foreign Travel Division of the American Automobile association.

A. A. A. motorists returning from Europe have been particularly impressed with the advantages of the uniform signals, which relieve them of all linguistic troubles with lettered signs as they pass from frontier to frontier, the national motoring body states.

Thos. P. Henry, president of the American Automobile association, points to this European development as affording a sharp contrast to the chaotic condition which still prevails in the United States in regard to road signs.

"We rightly pride ourselves," said Mr. Henry, "on being ahead of the rest of the world in car manufacture, in car ownership, in road mileage and road construction, but Europe has apparently stolen quite a march on us in the matter of road signs, which mean so much to highway transport."

"If a large number of independent European countries, each with its own language and jealously guarded frontiers are willing to consider uniform road signals for all countries, what shall we say of the chaotic conditions still prevailing in the United States where road signals change not only from state to state, but also in many instances from county to county in the same state."

"This spectacle of different nations agreeing on road signals and offering a refusal of our states and cities to put into effect the uniform motor vehicle code and the municipal traffic ordinance developed by the Hoover conference."

"The uniform road signals which seem destined to replace lettered signs on European highways were developed by the League of Nations' permanent committee on road traffic and transit, working with representatives of automobile club and touring groups."

"It is difficult to overestimate the importance of uniform road signs from the standpoint of Americans traveling under their own power in Europe."

"Just assume for the moment that you, an American traveler, speaking only the English language, are in the free city of Danzig, and that you desire to make a left-hand turn. Or, that speeding through the region adjacent to Salzburg, you come upon a huge truck and wish to pass it. Or, it may be that you are quite willing that a fellow traveler, on the road to Limoges, should overtake and pass your car, and you wish to signal to him."

"These and scores of kindred queries, from thousands of motorists from America and elsewhere, find their answer in signals which today are taking the place of lettered signs. So that the American, speeding or loitering through foreign lands, is having his way made pleasanter and his time and temper conserved."

WOMEN PUT PEP IN FEDERAL BOOKLETS

By SUE McNAMARA
AP Feature Service Writer
WASHINGTON — (AP)—"As dry as a government report," always has been a familiar saying. But that won't hold good long.

Women heading government bureaus are taking the dry government pamphlet out of the field of statistics into the realm of art. The prosaic booklets which for years have marshaled their columns of figures and solid reading matter undisturbed now sport gay portraits and frolicsome sketches on their covers.

And pamphlets so decorated are having big jumps in circulation. The children's bureau, headed by Miss Grace Abbott, started the idea. The last bulletin on "Infant Care" went out with the picture of a laughing cherub on the cover.

Now the bulletin has gone into the ranks of the "best sellers" and demands for it have eclipsed all other government pamphlets. It is even more popular than the one on "Care of Hogs," which a year ago led the government literary field.

Inspired by this success, the children's bureau is preparing a new edition on "Infant Care." Two girl artists have been busy making the drawings. A sketch of a baby forms the cover design.

Miss Isabel MacDonald, daughter of Great Britain's premier, at once recognized the picture when she visited the bureau.

"Why, I've seen that baby's picture over in London," she said. Thus establishing a wide circulation of the new style government report.

The Bureau of Home Economics, headed by Miss Louise Stanley, now makes the pages of its pamphlets attractive with photographs of correctly set tables, baskets of vegetables and fruits and cuts of meat.

PILOTING THE "FIGHTIN' IRISH"



When Rockne's Notre Dame gladiators embark for their gridiron battlefields they require fast, safe transportation, and their going through crowded traffic lanes resembles the rush of troops to the front. In the vanguard of these stirring movements this year is the Nash Twin-Ignition Eight Sedan which Alderman John Maypole of Chicago,

member of the Notre Dame board of governors and one of the team's leading patrons, turns over to Mr. Rockne for the use of Notre Dame's various coaches. It is shown here with Tom Lieb, line coach and famous football mentor, ready to collect his staff and lead the squad on a dash to Soldiers' Field.

Tomatoes Wilt Quickly As Guard Against Gases

By HOWARD W. BLAKESLEY
Science Editor
Associated Press Feature Service

YONKERS, N. Y.—(AP)—Tomato plants are finding a new use in the commercial world, as gas detectors.

A hundred times as sensitive to illuminating gas as are canaries, the plants furnish above ground protection analogous to that given by the birds against carbon monoxide in mines.

Some recent examples of plant protection are described by Dr. William Crocker, director of the Boyce Thompson Institute for Plant Research, who is one of the pioneers in discovering gas-sensitive properties of plants.

A large American coke works is using tomato plants to insure against gas leaks about its ovens. One of the leaks guarded against comprises the invisible ingredients of illuminating gas. In the presence of these gases the leaves of young tomato plants drop, grow stiffly downward and even form coils, due to rapid growth on the

upper side of the leaf. The plant is 200 times as sensitive to this poison as is the human nose, and 50 times more sensitive than the best chemical test.

As long as the leaves of the tomato plants remain in their normal posture, it is assured that the air about the oven is pure beyond the best powers of human detection.

In the home, Dr. Crocker says white carnations are good gas detectors. One part of gas in 80,000 makes carnations "go to sleep," that is, half close, and remain so. There is no danger to human beings. But the plant gas detectors might explain the source of an occasional headache.

As cities grow, the commercial mouths, that spit invisible gases multiply, gas uses increase, and new varieties develop. Gas mains age and higher pressures are coming into use. All this widens the field of usefulness of the plant detectors.

Ethylene in the illuminating gas is the main constituent that causes injury to growing plants. It is also the gas that is employed

without harmful effects, to color lemons, and recently came into use as an anesthetic in surgical operations.

Collector of Stamps Makes Valuable Find

GRANTS PASS, Ore., Dec. 7.—(AP)—W. H. Russell of the chamber of commerce recently went back into the mountains with a party of friends. His friends were interested in seeking gold. They were inclined to chide the chamber of commerce because he stayed by the fireside and talked with an elderly couple who acted as host and hostess for the party. When the party broke camp and came out of the hills, Russell had in his possession two rare stamps, one said to be worth \$1,375 and the other, according to catalog price, valued at \$400. He had found them on letters the couple received nearly a half century ago. Russell possesses a collection of stamps valued at more than \$50,000.

Stocks were not the only things to go down. In scattered villages a lot of noses got down to a normal level.—Medford Mail-Tribune.

PROPOSE ROAD TO LINK ALASKA

International Highway From Mexico to Yukon and Alaska Agitated

An international highway connecting California and the Pacific northwest with British Columbia, the Yukon territory and Alaska. This is the objective of legislation pending in congress, according to the Oregon State Motor association, which has endorsed the proposal. Bills have been introduced authorizing an investigation of the feasibility of such a project and providing an appropriation of \$25,000 for a commission of three to study the plan.

The proposed route would connect existing roads along the Pacific coast states into British Columbia with Alaskan roads, the gap to be covered between the Canadian-United States line and Fairbanks, Alaska, being some 2,000 miles. The United States department of interior, the Canadian government and the territory of Alaska are collaborating in the plans under way.

A Canadian road now leads from the terminus of the Pacific highway as far as Hazelton, an outpost of civilization a thousand miles north of the border. From Hazelton, a dim trail leads on northward to Telegraph creek with but 2,000 or 3,000 inhabitants. Two hundred miles further is White Horse, where the Yukons is first encountered. Then comes the long stretch of uninhabited wild country reaching all the way to Fairbanks. The whole of the proposed road would be inside of the Coast Range and parallel to the coast at an average distance of some 60 or 70 miles. The region is semi-arid, practically untouched by man, and abounds in wild game and unusual scenery.

Last year 800,000 automobiles carrying 1,000,000 people crossed the Canadian border at the Peace Portal. Many of these people might have penetrated the deep interior had transportation been available.

The American Automobile association, representing over a million motorists, is actively supporting the project and the Western Motor club conference, in which the automobile clubs of the 11 western states, British Columbia, Canada and the Hawaiian Islands hold membership, endorsed the plan at its recent annual meeting.

The Automobile association points out that the construction of such a highway would result in immeasurable good in the develop-

ment of the territory traversed by it, and in further cementing the bonds of friendship between the English speaking peoples of the western hemisphere.

Winter Driving Hints



By replacing the automobile high tension wires at the beginning of the winter season, the ignition system is fortified against current leakage from cracked or broken ignition wire insulation, advises "Service Gas" of the Western Auto Supply Company. Sets of wires for individual makes of cars enable the car owner to install the necessary new wires himself at a low cost. Spark plugs that have seen 10,000 or more miles of service should likewise be replaced.

NEW TIRES GIVE LONGER MILEAGE

For the first time in the history of the rubber industry, a method has been devised for determining approximately the average life of automobile tires—all makes, types and classes included. A formula for arriving at this mileage has been worked out at The Miller Rubber Company, Akron, Ohio, and is regarded among tire men as being as exact a method as it is possible to devise, states Russ Smith, local Miller dealer.

At present, average tire mileage is "guessed at" in figures ranging all the way from ten to twenty thousand miles. Of course this includes all pneumatic tires—super-tires, standards and so-called "second line" tires.

The Miller Rubber Company research develops, however, that the actual figure is approximately 13,000 miles as against 10,700 a year ago.

This means that tires today as against tires in use a year ago, have a 19% longer life—or in other words, they run 19% more

miles than the average tire of a year ago.

The tire mileage figures are arrived at in this way: The total gasoline consumption of the United States is converted into automobile mileage, then multiplied by four to obtain the tire mileage. Then this total mileage is divided by the total number of tires sold by the entire industry for renewal purposes.

In this calculation, unusually large figures are encountered—for instance, in the month of August, this year, approximately 17 billion miles were run by motor cars in the United States. This gives us the huge sum of 68 billion tire miles.

The latter figure, divided by the number of tires sold for renewal purposes, indicates an average tire life of 13,974 miles.

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CHRYSLER CARS TO BE RADIO-EQUIPPED

Motoring Public Eagerly Awaiting Day When All Cars Have Radio

DETROIT—Walter P. Chrysler today announced the completion of plans, after months of extensive tests and research, for installation of radio receiving equipment in Chrysler cars.

Designed and engineered as an integral part of the car itself, the installation will provide radio receiving facilities at the owner's option on closed models of the Chrysler "77" and "70" lines.

According to Mr. Chrysler, the decision to include radio equipment as an integral unit in automobile manufacturing came as a result of a nation-wide survey, instituted months ago, that led conclusively to the fact that radio has so entrenched itself as a necessity of modern life that it can no longer be ignored as a factor of desirability in motor car equipment.

"The motoring public," Mr. Chrysler said, "with ears attuned to radio in its homes, desires the same entertainment and many already have experimented with portable sets hoping they might be able to hear highlights of the world's news, thrilling sport events, market reports and the latest in entertainment without having to forego the pleasure of an evening's drive or week-end jaunt away from home."

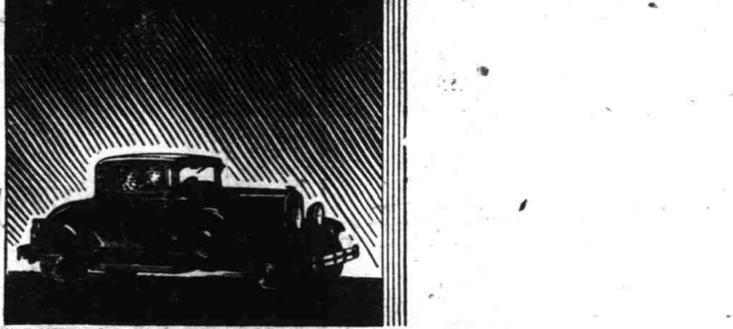
"After exhaustive tests on the road and in the laboratory by engineers of the Chrysler Corporation, the Translone Radio, manufactured by the Automobile Radio Corporation of New York, was found to provide perfect reception under all conditions imposed by motor car installation. Its inclusion as an engineered unit in Chrysler cars was immediately directed."

Except for a single dial control on the instrumental panel, within easy reach of the driver or front seat passenger, the Translone is entirely out of sight. A wire screen aerial is concealed in the top. An exclusively owned and patented "suppressor" device entirely eliminates all electrical interference.

Translone, according to Chrysler engineers, permits a wide range of selectivity, giving excellent results with distant stations and has all the capabilities of a first class home radio at all motor car speeds.

The University of Texas gets 25 per cent of all profits made by promoters of boom towns on the school's oil lands.

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