



February Buying Plans

May Well Include the Bedroom

February is the month when the home comes in for special attention and rejuvenation in anticipation of the spring season and, in view of such excellent bedding selections, the housewife will particularly enjoy fixing up the Bedrooms.

A complete assortment of Madian Head in all widths has just arrived.

HILLS DEPT. STORE

AUTO-TRAIN WRECKS LESS

The number of fatalities resulting from accidents to automobiles at grade crossings on Southern Pacific lines, Pacific system, was reduced 7 per cent in 1922 as compared with 1921, according to a report just made public by H. J. Clancy, assistant to the general manager. There was a decrease of 10 per cent in the number of grade crossing accidents per 1,000 registered automobiles.

The decrease is attributed to the cooperation of the press, automobile clubs, schools, churches and chambers of commerce with the Southern Pacific company.

The number of registered automobiles in the six states traversed by Southern Pacific lines increased from 888,945 in 1921 to 1,115,945 in 1922. With an increase of 25.3 per cent in the number of fatalities while the increase in the number thereof is relatively less than the increase in the number of human machines.

The greatest number of grade crossing accidents result from automobiles running on railroad tracks directly in front of approaching trains. The report shows that 150 of the accidents resulted from this cause.

while 230 machines ran into the side of trains, 121 stalled on the tracks and were struck by trains, 29 sidled into the side of trains, 78 ran into and broke down crossing gates and 5 ran down and injured crossing flagmen while warning them of danger from approaching trains.

Chief among the principal causes of grade crossing accidents are: failure of motorists to heed warning signals, carelessness or recklessness, failure to look in both directions and then before attempting to cross railroad tracks, inexperience of driver.

ers resulting in stalled engines while attempting to shift gears, defective brakes, attaining a momentum approaching a railroad track beyond the braking power of their machines if necessary to stop, and mind distracted by conversation with other occupants of the machine at the critical time of crossing railroad tracks. No doubt a mistake in pressing accelerator when intending to press brake has occasioned some of the accidents involving skidding or running into trains and running through and breaking down crossing gates.

Danger in crossing railroad tracks at grade is inherently artificial in that it is a danger created by the driver's not exercising a reasonable degree of precaution. The essential thing is for drivers of automobiles to stop, look and listen and never attempt to shift gears while on or immediately approaching the tracks, as it is when gears are shifted that machine is liable to stall.

MARINE SCHOOL WELL ATTENDED

WASHINGTON, Feb. 20.—By recording a total of 6,900 enrollments, the Marine Corps institute here has passed all previous marks in its history as a school for training marines in commercial, technical and other subjects. Instruction is given by correspondence, and last month 1,369 more lesson papers were received than in January, 1922.

Marines are permitted to select their own studies. More than 1,026 are enrolled for the study of English; 667 in the automobile course; 527 in civil service; 493 in electrical engineering, and 175 are studying salesmanship. The study of textiles attracts the fewest number, only five being enrolled for that course. The curriculum includes more than 40 trades, arts and sciences, ranging from agriculture to commercial law.

The institute began as a small post-war school, and has expanded to a point where about 33 per cent of the entire marine corps are enrolled as students. Marines in the United States, in China, the Philippines, the West Indies and on U. S. battleships all over the world send in their papers regularly for examination and correction, and hundreds of successful students have graduated.

CONSCIENCE FUND CONTRIBUTIONS BIG

Contributions to the "conscience" fund of the Southern Pacific company, ranging in amounts from one cent to \$200 totaled \$363.47 for 1922, according to a report just issued by the railroad. This is the largest

yearly contribution to this fund since 1907, the report stated. From 1907 to 1922, inclusive, a total of \$7,468.14 has been remitted to the company by persons obeying the dictates of their conscience.

A majority of the remittances have been made to cover rides on freight trains. There are many other varied and interesting fraudulent dealings related and in practically every incident it is mentioned that this saddening of accounts has been prompted through the desire to uphold religious belief.

"I was overpaid one cent on my paycheck and as an honest employee I return it," as the explanation accompanying the smallest remittance. The largest sum, \$200, came from a religious source at Ogden, Utah. The amount had been turned in to the church as "conscience money."

Six cents in postage stamps was sent "from a child who failed to pay fare" and one dollar was remitted by a former employe who acknowledged "fleeting a small amount of money on storage, etc. some 50 cents ago while agent for the company."

Six years ago an Oakland man short of change walked out to Oakland pier and then sneaked through the gate onto the ferry. He recently sent in ten cents to cover the fare. Another remittance came from an employe who stated that he had taken material from the company and sent along \$2.50 to release his troubled mind.

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PHONE MAIN 80



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