

STATE BOUNDARY LINES AT FAULT

Errors Run From Hundreds of Acres to Many Square Miles.

Washington, D. C.—Work recently begun to check up the condition of monuments marking the straight line boundary between New York and Pennsylvania, and to find how far the line varies from its proper position, brings to attention only one of the scores of "boundary skeletons" in the national closet," says a bulletin from the Washington (D. C.) headquarters of the National Geographic society.

"It is probably safe to say that not one of the forty-eight states is now administering exactly the territory which supposedly belongs to it," continues the bulletin. "In some cases the differences are only matters of hundreds or thousands of acres, but in others they must be measured by hundreds of square miles. These faulty boundaries are for the most part accepted now, especially in the states longest settled; but the agreements have not all been reached quietly. There have been scores of disputes between neighboring states and territories, dozens of lawsuits have been brought before the Supreme court, and in one or two cases bitterness has been so great that civil war has seemed on the verge of breaking out.

"The chief difficulty is in drawing straight lines. Anyone can draw a straight line on a piece of paper. He can construct a reasonably straight edged flower bed or driveway. But try to lay out a straight line some miles or hundreds of miles long on the face of the earth, over hill and dale, valley and mountain, and you are faced by a vastly more difficult problem.

"Many of the supposedly east and west lines between the colonies, later inherited as boundaries by the states, were laid out with no other instrument than the magnetic compass. The direction in which the needle pointed varied as the surveyor advanced; but in some cases no account was taken of this, and in others inaccurate corrections were applied. The lines, instead of being straight and running in a true east and west direction, were traced somewhat like rail fences between their terminal points, or struck off from the true direction at an angle and had to be brought back at intervals by offsets.

"Plumb Lines Cause Errors. "Later when better instruments, astronomical methods, and higher mathematics were used the errors in running boundary lines were greatly reduced. An absolutely accurate line hundreds of miles long through rough country has never yet been marked out on the earth's surface, however, and probably never will be—chiefly because surveying instruments depend on plumb line or spirit level to establish perpendicularity, and these indicators vary with differences in density of the rocks from place to place. The closest approach to accuracy has been made by the 'triangulation system,' which the United States coast and geodetic survey has extended over a great part of the United States. Errors still crop up, but they are almost negligible. It is this triangulation system which has disclosed many of the rather glaring inaccuracies of the earlier boundary surveys.

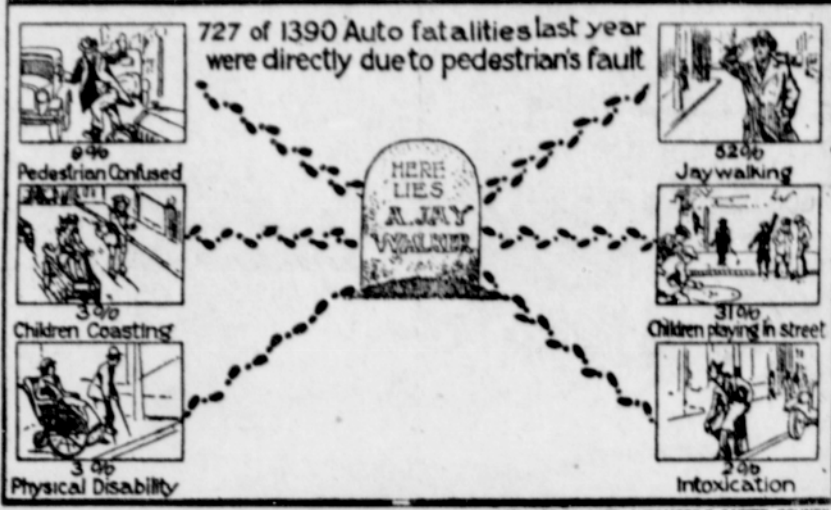
"A number of boundary difficulties have arisen because of mistakes in geography. Thus the first boundary treaty between Great Britain and the United States in 1782 provided that the northern boundary of the United States should run from Lake of the Woods on a due west course to the river Mississippi—a physical impossibility. This error had to be adjusted later but the tiny projection of United States territory into Canada at the 95th meridian—like the sight on a rifle barrel—is a monument to the mistake.

"Another error that led to trouble was the belief that an east-west line through the southern extremity of Lake Michigan would cut Lake Erie at or north of the latter's western end. The extension of the Indiana and Ohio several miles north of this old east-west line testifies to the correction that had to be made. The shifting of the Ohio line north, incidentally, was one of the boundary matters that came near causing civil war. Militia from both Ohio and Michigan were mobilized near the disputed territory in 1835 and bloodshed was avoided by the narrowest margin.

"One of the most peculiar state boundaries in the United States is the northern line of Delaware, which is the arc of a circle nicked out of the southeastern corner of Pennsylvania. Laying out the Delaware boundaries was a rather difficult problem in geometry and surveying combined. While the north line is an arc of a circle drawn from the center of the town of Newcastle with a twelve mile radius, the west line is in the main a tangent to the circle from the midpoint of a base line in the south between the Atlantic ocean and Chesapeake bay.

"Mason and Dixon Line. "No boundary line is more famous than the 'Mason and Dixon line,' which divides the North and the South. It is the southern boundary of Pennsylvania and the northern boundary of Maryland. It takes its name from Jeremiah Mason and Charles Dixon, two famous mathematicians sent from England to survey the boundary. The line established by Mason and Dixon

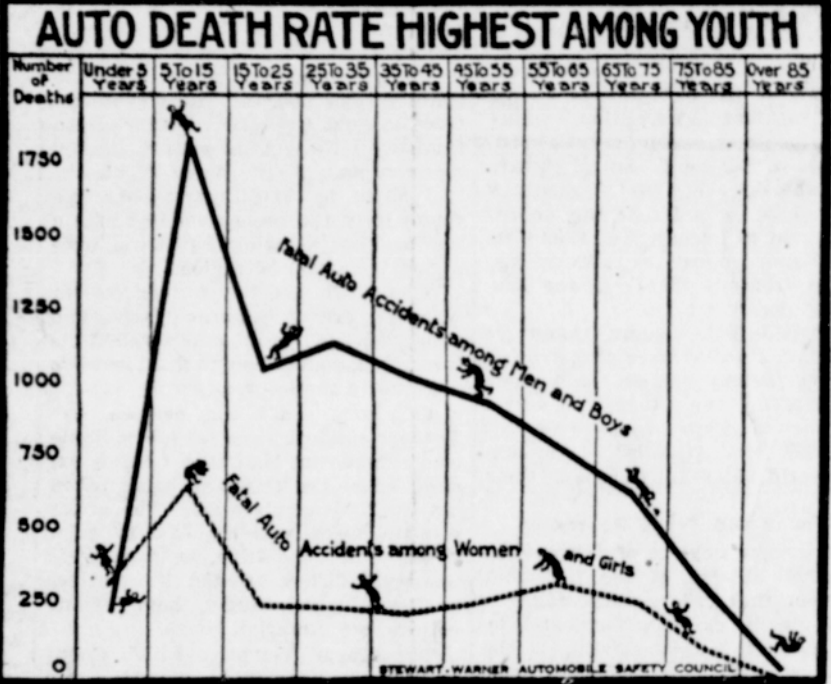
Jay Walker to Blame for Half of the Deaths by Auto



MANY a motorist whose car has figured in a fatal accident will be able to present a clear sheet to Saint Peter when his time comes, when one considers all the contributing factors outside of the driver's own fault. A total of 1,890 auto fatalities on record with the Stewart-Warner Safety Council for the prevention of automobile accidents, covering a period of seven months, shows that in 727 cases the fault was clearly the pedestrian's and cannot be put down to the driver, the weather or unavoidable circumstances.

The careless pedestrian's footsteps lead him to the grave by six distinct routes, says the Safety Council, and the most travel-worn of these is Jaywalking. Sixty-two per cent of the 727 auto fatalities just referred to were due to straggling across busy streets without using the intersections. Children's playing in the streets was responsible for 31 per cent and coasting for another 3 per cent. Confusion on the part of the pedestrian, not hearing whistles and turning back in his tracks, brought about 9 per cent of these 727 deaths, while physical disability and intoxication rate 3 and 2 per cent respectively.

Youth of Nation Tops Death List in U. S. Auto Fatalities

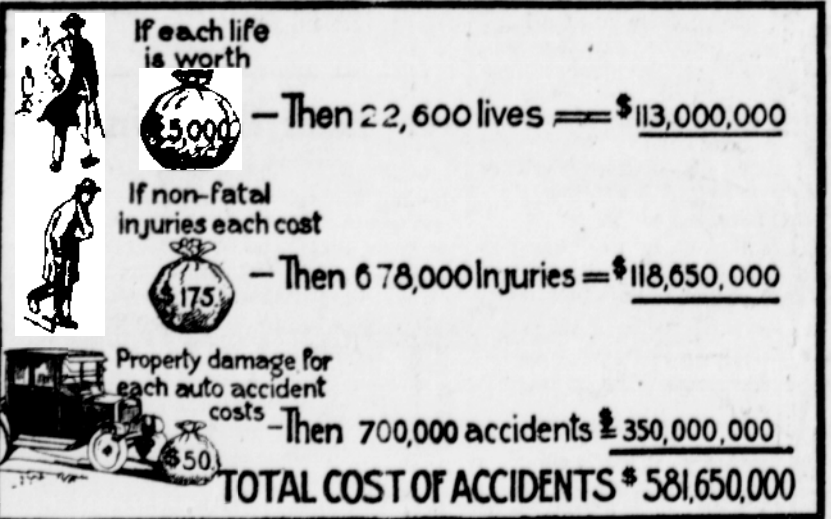


YOUTH pays the heaviest toll in annual automobile fatalities. From five to fifteen years is the period when the greatest number of fatal accidents occur, for both sexes. The chart shows the age distribution of automobile deaths for men and women as given in the latest mortality figures prepared by the government. These figures, says the Stewart-Warner Safety Council for the prevention of automobile accidents, emphasize the need for more playgrounds and increased safety education among school children.

Complete statistics are not possible, as only 85 per cent of the United States keeps mortality records. About 22,000 a year is generally conceded to be the annual number of automobile fatalities. For 8,621 males known to have been killed in one year there were only a third as many women, or 2,845, in spite of the fact that the male population is only 4 per cent greater than the female.

This chart does not take into consideration the 690,000 Americans who are injured annually by automobiles. Such figures are not available except in certain states, but that boys and girls again make up the bulk of such casualties is indicated by the records of New York state kept for the first nine months of 1925. Here 11,708, or practically one-third of the 38,392 injured, were under fifteen years of age.

\$600,000,000 a Year Loss Caused by Auto Accidents



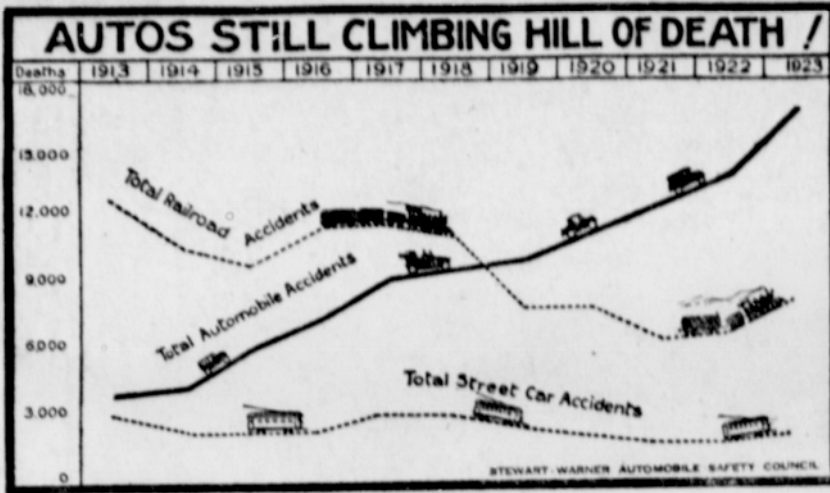
CLOSE to \$600,000,000 a year is the annual economic loss due to automobile accidents, both fatal and non-fatal. This appalling sum is only an estimate, as no complete figures on the number of automobile accidents in the United States are available, but it has been conservatively estimated that 22,600 lose their lives each year by automobiles, and \$5,000 a human life is the lowest value put on it by economists.

Of non-fatal accidents 678,000 occur annually, causing average cost of \$175. Then, each accident averages \$50 property damage, insurance records show. This makes the staggering total of \$581,650,000 a year.

No account is taken here, points out the Stewart-Warner Safety Council for the prevention of automobile accidents, of the economic value of time lost by the injured due to delays caused by accidents or to minor property values, such as bent fenders, expense incurred while motor vehicles, particularly the commercial ones, are out of service, due to accidents. Were all these taken into the reckoning, the total figure would surely be doubled, or around \$1,113,750,000.

Some idea of the enormity of this economic loss, most of which is avoidable, can be gained by such relationships as these: It is twice the cash income of the 1928 wheat crop; it is equal to about one-third of the much-discussed French debt to this country; and, finally, this loss would buy the entire city of Chicago at its present realty assessment valuation.

Auto Tragedies Increase as Other Travel Is Made Safer



WHILE railroad tragedies and street car accidents in the United States have gradually been diminishing in the last ten years, the annual toll exacted by automobile casualties is steadily mounting, says the Stewart-Warner Safety Council for the prevention of automobile accidents. Railroad accidents have been cut more than one-third, or from 12,520 in 1913 to 8,078 in 1923, the latest government figures available. Street car fatalities also have been cut down one-third or from 3,080 in 1913 to 2,006 ten years later.

Automobile deaths, on the other hand, have increased over five-fold. Against the 3,822 deaths in 1913 we have 16,452 in 1923, and the score is growing each year.

Care, more care and still more care, is the solution of this national problem. The pedestrian must be always on the alert and as spry as a kangaroo, if he is to keep out of harm's way, and the driver for his part must never relax his vigilance for a moment when human lives are at his mercy.

Zero Hours of Automobile Accidents, 4, 5 and 8 P. M.

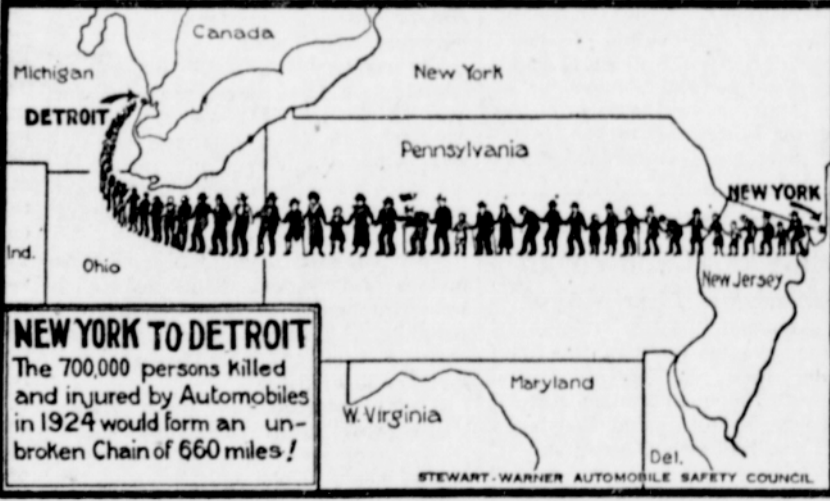


ONE thousand and thirty of Chicago's 11,785 auto accidents last year, according to the Stewart-Warner Safety Council for the prevention of automobile accidents, occurred between five and six o'clock, just when congestion is at its worst in the home-going rush. Only 47 of these 1,030 accidents were fatal.

Four o'clock is the children's zero hero. Thirty-three of the 182 children killed by autos in Chicago last year came to grief at four o'clock, playing in the streets after school.

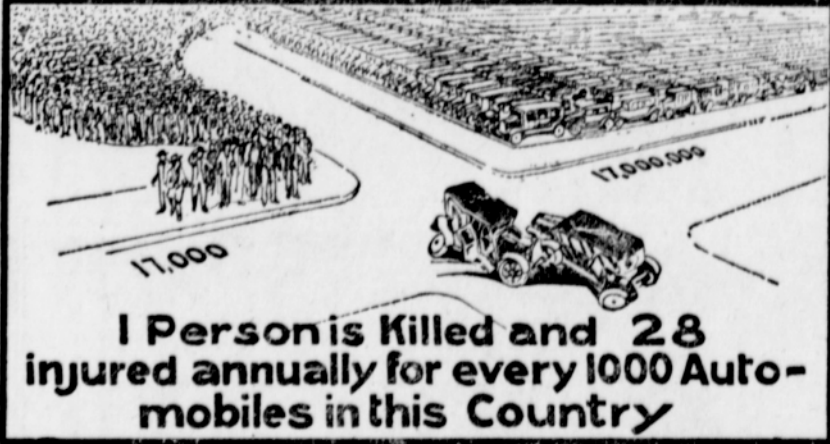
Seven to nine is the dangerous time for adult auto fatalities, according to Chicago's 1924 record. Eighty-six of 353 such deaths occurred around the theater-going hours.

Caravan of Death 660 Miles Long Is Nation's Auto Story



A CARAVAN of death and suffering 660 miles long is what the annual automobile casualties of the United States would form if placed in one continuous line. From New York to Detroit, painful mile on painful mile, this ghastly and pathetic human chain would reach. This graphic picture, prepared by the Stewart-Warner Safety Council for the prevention of automobile accidents, tells its own story. Twenty-two thousand killed annually by automobiles and 690,000 injured is the present toll caused by thoughtless drivers and careless pedestrians. Only a small per cent of the accidents are due to defects in the cars or can rightly be called unavoidable.

One Death Per 1000 Autos in a Year Is Record of U. S.



ONE out of a thousand is the relationship between the annual automobile fatalities and the number of motor vehicles in this country, according to the Stewart-Warner Safety Council for the prevention of automobile accidents, which has undertaken a strenuous campaign of automobile safety and accident prevention.

And for every fatality there are at least 28 accidents serious enough to get on record. This does not take into consideration minor sprains and bruises or people suffering from nervous shock as the result of being in an automobile accident.

To appreciate what a vast army of killed and injured is annually conscripted by the reckless motorist and careless pedestrian, a comparison may be made with American casualties in the great war. Over a third as many people are killed annually by the automobile as there were American soldiers killed on the field of battle during the entire war, while the number injured each year is nearly three times as great as the number of our boys who were wounded throughout the war.

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TIME TABLE

Effective Sept. 7.
Trains will arrive as follows:

To Portland

No. 355	5:53 A. M.
No. 354	8:37 A. M.
No. 358	11:18 " "
No. 352	2:40 P. M.
No. 360	6:32 " "

From Portland

No. 351	9:33 A. M.
No. 357	11:10 " "
No. 359	2:40 P. M.
No. 353	6:00 " "
No. 355	7:13 " "

Special, Sunday only 8:05 p. m.

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Stork Brings Russian Peasants More Land

Moscow.—Every woman in the town of Zarubovo, Smolensk province, is expecting a visit from the stork.
At least that is what the women swore when a land surveyor visited the town to supervise the distribution of land. The sudden discovery of the prospective increase in the birth rate may have been due, it was suggested, to the fact that under the Russian land law every peasant is entitled to an additional share of land for every new member of his family.
The surveyor decided to postpone his allotments waiting for the stork returns, but meantime he ruled that if the prospective mothers bore twins or triplets the added share of land would be the same as though only single babies were born.
The land law is said to account partly for the increased birth rate noted among peasant families since the country emerged from the period of civil war and famine.