

ACCIDENT PREVENTION DRIVE PLANS MADE

Railroad Officials Prepare for Coming Contest.

ALL LINES REPRESENTED

Portland District, Which Won Honors in Last National Competition, Hopes Again to Win.

Plans for the national railroad accident prevention drive here, scheduled for the two weeks, October 15 to 31, were drawn up Monday morning at a meeting of railroad officials of the Oregon-Washington railroad, the Southern Pacific lines north of Ashland, the Pacific Coast railroad, the Northern Pacific terminal at Portland, and the San Francisco & Portland steamship line. J. F. Grodzki, general safety agent for the transportation lines in this district, presented the plans for the campaign, which were adopted by the railroad officials.

The railroad accident prevention drive in October will be held on all lines in the United States. Keen rivalry already is manifested and plans are being drawn up by the different districts to reduce the number of accidents to the minimum. In the national drive held in June the Portland district carried off the honors, leading all others in the country in safety of operation during that period. A strong effort will be made to win the honors again.

Safety Meetings Scheduled.

During the two weeks of the campaign 27 regularly scheduled meetings will be held in every large shop and terminal. Addresses on accident prevention will be given. The co-operation of the public in the movement also is asked.

Statistics on railroad accidents in the past, collected by Mr. Grodzki, were presented to the railroad officials. During the quarter of the year ending September 30, 1918, crossing accidents were as follows:

	Killed.	Injured.	Total.
Trains striking, or being struck by, automobiles	422	1925	2347
Other vehicles	54	189	243
Total (92 days).....	476	2114	2590
Average per day.....	5	23	28

Auto Drivers Cautioned.

"At no time should an automobile driver make a railroad crossing unless he is positive he can go over with absolute safety," said Mr. Grodzki. "He should know that the steering gear, brakes and gas feed are in good working order. He should know that a train going at a speed of 40 miles per hour covers 320 feet in one minute, or nearly 60 feet per second. Above all, the automobile driver should not at any time allow his mind to wander away from his job."

"Where the crossing is obscure on account of curves in the track, obstructions, etc., extreme care is necessary. When others are in the car it is frequently advisable for one member to get out and flag the car across the track. In foggy, stormy and rainy weather extreme caution is necessary. Eyes, ears and common sense are the best safety devices, and drivers should remember that life is too dear to gamble with."

HOME HELD I. W. W. CURE

BANKERS URGED TO FINANCE MEN TO BUILD.

Uncertainty of Foreign Exchange Rates Cited as Obstacle in Way of Greater Trade.

ST. LOUIS, Sept. 30.—Bankers and financiers can speedily check the spread of radicalism in the United States by making loans to home-builders, Raymond R. Frazier of Seattle, Wash., asserted in an address before the convention of the American Bankers' association Monday.

"The home is the savior of the nation," Mr. Frazier declared, "and men who own their own homes do not think of bolshevism. I. W. Wism and kindred diseases, which are spreading over the country. Many more men would own homes if their checkbooks permitted and it is up to the American bankers to make these advances."

Robert F. Maddox of Atlanta, president of the association, in a brief talk, said that the undiminished of foreign exports rests the employment of labor and that American industries, having been stimulated by effort to build up foreign trade.

The uncertainty of present rates of exchange between the United States and European countries constitutes a serious interference with trade relations, he pointed out.

"Trade cannot be opened up," he emphasized, as long as exports are restricted by failure of our industries to make proper credit arrangements."

"If congress can agree on some satisfactory basis of credit extension the United States will advance with in the next three years to a pitch of prosperity of unprecedented proportions."

More than 4000 bankers from all sections of the country had been registered tonight. Today was taken up principally with preliminary meetings preparatory to the opening of the general business sessions.

Financing of the cotton crop by the bankers in the southern cotton growing states and a proposal that legislation be demanded permitting state banks to do a trust company business were among the subjects of discussion at sectional sessions today.

Speakers told the bankers cotton speculators and spinners are making the profits out of the crops and that the farmer who raises the cotton must sell on the market in the cotton months at low prices because there are no available warehouse facilities by which he can hold his crop until the market price goes higher.

Obituary.

The funeral services for Mrs. Hannah M. Kretman, whose death occurred at her residence, 211 East Fourteenth street, were held from St. Francis church on Saturday, September 27. Interment was in a vault in the Riverside Abbey Mausoleum.

Mrs. Kretman, who was 72, is survived by two daughters, Esther M. Kretman and Mrs. H. F. Brethren, both residents of Portland. Pallbearers were W. J. Corcoran, S. T. Dove, F. P. Hallinan, Chester Hughes,

Edward Sharkey and John W. Watson.

OREGON CITY, Or., Sept. 30.—(Special.)—Mrs. Catherine Foley of Clackamas, wife of Patrick Foley, died at her home Sunday night.

Mrs. Foley is survived by her husband, Patrick Foley, of Clackamas; two sons and two daughters, George P. Foley of Clackamas, Owen J. Foley of San Francisco, Mrs. George F. Clem of Portland and Mrs. W. P. Redmond of Detroit, Mich.

The funeral services will be held from the St. John's Catholic church Wednesday at 8 o'clock. The body will be sent to Salem for interment.

DALLAS, Or., Sept. 30.—(Special.)—John Van Buren Lyons, a resident of this city for more than a quarter of a century, passed away at the home of his daughter, Mrs. Frank Cook, Saturday afternoon. Mr. Lyons was born in Scott county, Illinois, in 1834, and had lived until October 20 he would have been 85 years of age. He had made his home for years with his daughters, Mrs. Cook and Mrs. Dave Crider, in this city. Funeral services were held Monday from the Chapman parlors. Interment was in the old Dallas cemetery.

STREET CARS HELD NEED

FEDERAL COMMISSIONER HEARS EXPERT'S TESTIMONY.

Electric Railways Not Ripe for Fate of Stage Coach and Horse Car, Says Jackson.

WASHINGTON, Sept. 30.—Resuming its diagnosis of the financial and other troubles of the nation's street railways, the federal electric railways commission was held Monday by striking Jackson of Brooklyn, an expert on street railway affairs, that some means must be found to continue the operation of the systems, which, he said, "not yet ripe for the fate of the stage coach and the horsecar."

"The electric railway," Mr. Jackson asserted, "is the bread of transportation life and man cannot live by cake alone."

There are many men in the street railway business, Jackson asserted, who see as the only way out of the difficulty that confronts them, higher fares with decreased utility or subsidization from public funds.

"The optimists are agreed," he continued, "that the industry will be able to take care of itself so long as it is granted relief from unfair burdens and so long as it is granted temporary financial aid upon proof that it is profitable and efficient. They are confident they can induce the public to pay what the transportation is worth in both quality and quantity without crippling their initiative by granting rates of return equal to or better than bank interests."

TAILORS RECEIVE OFFER

COMPROMISE MAY BRING STRIKE TO END.

Union Men Will Meet Today to Consider New Scale Submitted by Employers.

Settlement of the tailors' strike, which has tied up work in the merchant tailor establishments in the city since September 3, may be effected through a compromise submitted to the journeymen tailors' union Monday by the employers. The union will meet today to consider the offer.

Under the offer of the employers, the wage of tailors and bushmen shall be \$36 for a 48-hour week and that of helpers shall be \$24 for a 48-hour week. The union has been demanding \$40 for a 44-hour week, time and a half for overtime, pay for all holidays and double time in case they work. The time of the time of the strike was \$34.50 for a 48-hour week.

It is proposed that the tailors return to work under the new scale suggested and that matters of differences be taken up by a conference in San Francisco between the Pacific Coast Merchant Tailors' association and representatives of the respective unions.

INSURANCE CLASSES OPEN

University Extension Work in Portland Is Increased.

The demand of the Portland business community for more and more practical education has resulted in the scheduling of two additional business courses by the University of Oregon in its new Portland extension center. Life insurance and fire insurance will both be given Friday nights on the fourth floor of the Oregon building. Both will be taught by Professor Allan C. Hopkins of the University of Oregon School of Commerce at Eugene. Life insurance will come at 7 o'clock and fire insurance at 8:30.

Courses in beginning and advanced commercial Spanish will be given Wednesday nights in the Oregon building by Professor F. M. Warrington. Classes in beginning and advanced French will be given by Mr. Warrington last night.

NIGHT CLASSES ARE OPEN

Registration Expected to Break All Records in Portland.

The registration of what promises to be the largest number of night school students began Monday, when classes opened at five high schools and one grammar school for the first time in the school year.

Enrollment will probably be considerably increased by the opening of the legislature providing for part-time work in school of all children under 18 years who are employed. Not less than five hours must be spent in classrooms by these pupils.

The lists of these pupils will be made up by Mrs. Millie R. Trumbull, secretary of the child labor bureau, and attendance will be enforced by C. E. Holloway, school attendance officer.

BANK EMPLOYEES STRIKE

Sixty Walk Out Because Union Is Not Recognized.

NEW YORK, Sept. 30.—Sixty employees of the Bank of the United States, members of the bank employees' union, walked out Monday when officials of the institution refused to recognize their union and renege a discharged union employee.

The strikers declare that the union has enrolled more than 2000 members since its organization last month.

Phone your want ads to The Oregonian. Main 7070, A 6095.

CANADIAN "VETS" UNITE

EX-SERVICE MEN EFFECT PERMANENT ORGANIZATION.

Funds Pledged to Lease New Quarters—King of Belgium to Be Asked to Dedicate Club.

Permanent organization of the Canadian Veterans' association was effected Monday in the green room of the Chamber of Commerce, when 100 ex-service men, organized the fraternal and social association. C. R. Parrott presided.

The association, conceived in April with a pioneer membership of eight men, has grown to such proportions that the club quarters, obtained in the summer, and located in the Oregon building, have become now inadequate.

The members pledged sufficient funds to lease new clubrooms on the sixth floor of the Manchester building. Although the club will retain its present name of Canadian Veterans' association, membership is open to all men who served under the British, whether they are Canadians, Americans, from the Imperial army, regiments, or from other colonial forces. The oldest veteran of them all is A. R. C. MacKenzie, past 70, whose old regiment is the Deadebe Territorials, of Aberdeenshire.

King Albert of Belgium will be asked by the local society formally to dedicate the quarters to be occupied by the men who formed so close an acquaintance with Flanders mud, and who fought beside his own troops against the invader.

C. R. Parrott, with the American Red Cross, 529 Gasco building, is president of the society, and J. J. Karright, 415 Lumbermen's building, a secretary. W. F. Bent, who served in both the Canadian and American forces in the war, is vice-president, and Roy Hamilton is treasurer.

At the Theaters.

Alcazar.

"THE LILAC DOMINO," a tune-fest three-act operetta, which is the offering at the Alcazar this week, is packed full of the kind of haunting tunes that run through your mind and keep you humming for weeks afterward. The music is by Charles Cuivier and the book and lyrics by Harry E. and Robert E. Smith, and the Alcazar principals and chorus carry the piece along in a smooth and skillful manner which gives the audience the full benefit of an ambitious musical treat.

The stage settings are lavish, being laid in that charming city of Southern France, Nice, which has always breathed romance and of late has been an open wonderland for fortunate members of America's overseas forces. The three scenes present the Bal Masque at the Casino, an exterior of the Villa de Brissac's residence, and the square of the prefecture in Nice, all the scenery being specially designed by Charles Le Gurec.

The plot of the play is light, telling the story of the love of Count Andre for a lovely girl who appears at the Bal Masque wearing a lilac domino costume. The count, played by Henry Coots, is in desperate financial straits, and his two best friends are in like condition, so the three decide to decide which one shall marry a rich heiress and thus recoup their gambling losses. To the count falls the lot of marrying the girl, and the choice of the trio is Georgine, daughter of the Vicomte de Brissac, who is really the lilac domino. Interwoven in the main love theme are the romance of Leonie and the vicomte's nephew, and several well-drawn comedy situations keep the action swinging along in a gladsome style.

Winsome Mabel Wilber and the vivacious Eva Olivetti in the roles of Georgine and Leonie take part in the majority of the song numbers and have an ample opportunity to display their personality and gifted voices. Miss Wilber sings "Lilac Domino," the captivating melody which supplies the motif of the play. In her usual gay and accomplished way, Henry Coots as Count Andre plays opposite Miss Wilber and shares the honors with her. Edward Sedna as the vicomte's nephew and Detmar Poppin in the role of the vicomte give splendid performances. The comedy of the piece is in the capable hands of Lee Day and George Natanson, the two unlucky friends of the count, and Oscar Figman, who gives an excellent character interpretation of the leader of a gypsy orchestra. May Wallace, who plays the baroness, is pleasing, and Alvin A. Baird plays his small part of Max acceptably.

The song hits of the operetta are: "Love Will Find a Way," "Where Love Is Waiting," "Sunny Riviera Bay," "Song of the Chimes," "What Is Done You Can Never Undo" and "Won't Someone Find Me a Sweetheart."

The dancing and singing of the Alcazar chorus deserve special mention, for in their dainty costumes they form a worthy and attractive feature of the play.

STANDARD OIL MEN HERE

Officials on Inspection Trip to Northwest Plants.

K. R. Kingsbury, president of the Standard Oil company of California, and a three members of the board of directors of the company, F. H. Hillman, H. M. Storey and H. T. Harper, arrived in Portland Monday morning from San Francisco with their wives and spent the day inspecting the plant here and conferring with Manager Bayley of the Portland office.

The officials are making a tour of the northwest in a special car to visit the various large cities of this section, confer with the local managers and make a survey of the situation at each point. The trip is being made under the auspices of the Standard Oil company, and Monday afternoon the officials took time enough for a trip over the Columbia river highway.

NEW YORK STOCKING UP

Broadway Rumor Causes Liquor Men to Become Active.

NEW YORK, Sept. 30.—Acting, it is said, on one of Broadway's famous "rumors" that within a week President Wilson would start wartime prohibition into the discard by proclaiming demobilization complete, New York liquor dealers began "stocking up" for a brief "wet" period until next January.

With huge quantities of bonded whisky arriving from Kentucky, restaurants and saloons began enrolling bartenders and waiters previously "laid off."

Leg Broken in Accident.

An automobile driven by H. M. Scarritt, of the Multnomah hotel, ran down O. Kane, 63 years old, at Second and Ash streets Monday, breaking Mr. Kane's leg. He was removed to St. Vincent's hospital. Mr. Scarritt said he did not see Mr. Kane until after the machine struck him. Mr. Kane lives at 12½ First street.

Please Do Not Blame Your Dealer

It is quite possible that your dealer has told you over the counter, "I am sorry, but I cannot supply you just now with a Waltham." To your inquiry as to the reason why he is unable to supply you with the watch you have set your heart upon owning, he has replied, "Waltham is behind on orders"—and he told you the simple truth.

We are behind. Paradoxical as it may seem, we are proud of it—and sorry at the same time. We are proud that Waltham watches and chronometers fulfilled their service on land and sea; and we are sorry that so many discriminating people must necessarily wait a little while for their possession of a Waltham Watch.

We could add many reasons for this unavoidable delay. It will suffice to say, that our country's safety and honor suddenly made demands upon our specialized equipment to supply our heroic army and navy—and there

was also many an empty seat in the Waltham factory.

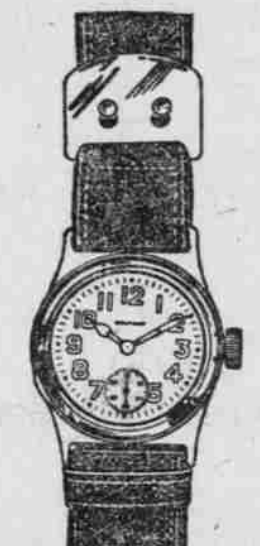
Then, again, the processes entailed in making a fine watch are many, varied and delicate. A skilled horologist is not made in a day, a month or a year. Arduous and exacting training and application are necessary. True, Waltham genius has created wondrous machinery that outwits the finest cunning of human hands—machinery that performs miracles of exquisite labor when measured by foreign methods of manufacture—but in all work of surpassing merit the human mind passes final judgment and the human guarantee of approval is preeminent.

We are indeed proud that the Waltham Watch is a demanded watch. Thousands of prospective watch buyers have read our series of advertisements telling how the Waltham Watch is made, and why it placed "America First in Watchmaking." We are proud of their confidence

in the oldest and most renowned horological institution upon this continent. It is a tribute to American achievement, American leadership, American ideals. And we are very sorry to keep them waiting for the watch they desire.

If, then, you should be one of our waiting friends, do not blame your dealer. He would like above all things to give you your Waltham Watch immediately. Very likely his particular order will be filled next. He may not keep you waiting long. He knows that we are doing all that our tremendous resources warrant to help him help you, so have a little patience with us and kindly sympathy for him.

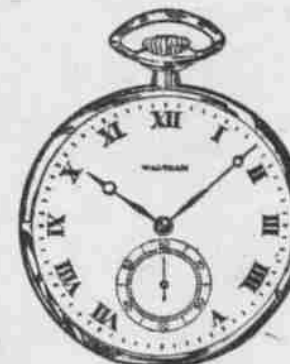
If he has the watch you want, pride and satisfaction are immediately yours. If he cannot supply you at once, you will eventually be repaid by a lifetime of time-keeping service when he does hand over into your possession your Waltham.



Waltham Cadet (For Men)
A strap watch with gold covered back
\$24 and up

In this series of advertisements the following Waltham Watches will be featured:

10 Ligne (Ladies)	..	\$78 and up
Men's Opera	..	\$65 and up
7 1/2 Ligne (Ladies)	..	\$175 to \$1,000
or more, depending upon the case		
Colonial A (Men's)	..	\$150 to \$275
or more, depending upon the case		
Jewel Series (Ladies)	..	\$36 and up
Colonial Series Riverside (Men's)	..	\$80 and up
Vanguard Railroad Watch	..	\$66 and up
Cadet D. S. Gold Back (Strap)	..	\$24 and up
Colonial Royal (Men's)	..	\$60 and up
No. 1420 (Men's)	..	\$42 and up



Waltham Colonial Series
25 year gold filled case, \$42 and up
Riverside 14k gold, \$96 and up

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THE WORLD'S WATCH OVER TIME

There is a beautiful Booklet for you—telling how the Waltham Watch is made. Write for it to-day to the Waltham Watch Company, Waltham, Mass.

ROOSEVELT'S LIFE TOPIC

REV. E. H. PENCE DISCUSSES CAREER OF LEADER.

"Magnificent in Faults as Well as in Virtues," Estimate of Man Given Business Men.

An estimate of Roosevelt as an American was delivered Monday night before members of the East Side Business Men's club at their opening supper of the season, Rev. E. H. Pence, pastor of Westminster Presbyterian church, being the principal speaker.

"The most typical embodiment of Roosevelt's character," said Dr. Pence, "is found in the leather-lunged, short-

ing, bucking broncho. Roosevelt was positive in all his qualities, and was as magnificent in his faults as in his virtues."

Discussing the earlier part of Roosevelt's career, Dr. Pence found that his experiences among the bad men and the real situations of North Dakota had been as much a part of his development as the earlier training he went through at Harvard.

"It was because Roosevelt had been up against bad men during his ranching days that he knew how to fight his way through politics and clean up Tom Platt," was Dr. Pence's version.

The purposes of the Roosevelt Memorial association were discussed by Edgar Piper Jr., who spoke of his association with one of the Roosevelt family in France and outlined the plans for a campaign during the week of October 20-27, in which average Americans will be asked to help perpetuate his name and his principles of Americanism.

Cement is being successfully used

In making the joints of cast-iron water pipe in place of lead. The cement is much cheaper, but its application is slightly more difficult.

Talk of High Cost of Medicine

"Although I paid only \$2.00 for 2 bottles of May's Wonderful Remedy I wouldn't take \$100 for what 2 doses have done for me. My partner also has taken a dose with wonderful results. He was threatened with an operation for stomach and bowel trouble and is sure he will be all right now. We both suffered from indigestion and bloating with gas." It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. At all drugists.—Adv.

The Army of Constipation

Is Growing Smaller Every Day

CARTER'S LITTLE LIVER PILLS are responsible. Not only relieve constipation, but correct biliousness, sick headache, indigestion, salivary gland trouble, low skin—they never fail—renewal of regular habits follow. Purely vegetable.

Small Pill—Small Dose—Small Price

DR. CARTER'S LITTLE LIVER PILLS, Nature's great nerve and blood tonic, low skin—they never fail—renewal of regular habits follow. Purely vegetable.

Signature must bear signature

NEW CARS

and

IMMEDIATE DELIVERY

New Elgin Light Six, five-passenger, noted for its, wonderful hill-climbing ability. Durability, economy, beauty and comfort are other predominant features of this classy car.

Examine it yourself at

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