

ELECTRIC POWER HAS ALREADY TAKEN THE LEAD

H. B. Miller Says 50 Per Cent of Country's Resource Is in Three States.

EUGENE CONFERENCE ENDS

Representatives of Private Electrical Companies Argue All Afternoon in Opposition to Plan Set for Legislation.

UNIVERSITY OF OREGON, Eugene, Or., Dec. 12.—(Special.)—Representatives of private electrical companies argued all afternoon today in opposition to a clause in the act presented by the Hydro-Electric Commission, for the consideration of the conference, which stated that the hydro-electric districts should bond themselves for the power generated.

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"SAFETY FIRST" SLOGAN KNOWN NOW TO HOME, SCHOOL AND FACTORY LIFE

Records of Campaign by Car Company Show Decrease From 38 Accidents Daily to Eight—Employer, Employee and Pupil Serve on Many Committees—Machinery Appliances Aid Work Everywhere.



Emblem of "Safety First" Movement.

BY H. M. WHITE.

SAFETY FIRST

Would you believe that the appellation of this slogan, phrase in industrial life in Portland, prevents hundreds of accidents every day? Take a look at the records of railroad and other companies and be convinced. It is admitted by the companies that there is no greater agency of life and health.

For several years it has been the by-word in many phases of industrial life. Today it is the by-word of all industry. Soon it will be known to every line of activity, both in industry and in social success everywhere has been noted.

Since the appointment recently by Mayor Albee of a Safety First Commission, having as members prominent citizens, the spread of "safety first" has been great. It has found its way into the schools and churches, into mills, factories and into the homes and the minds of people in every walk of life. It has been increased upon and has been thrust upon grown-ups.

It is hardly possible to escape some carnage of the work wherever you may turn in Portland. It is heralded from streetcars, shows itself in safety first devices on automobiles, wagons, bicycles and in the schools and industrial life. You see it on machinery in the form of shields and glasses to prevent accidents, you see it on automobiles in the form of additional safeguards for both the autist and the pedestrian, you see it on street corners where you see it heralded from street warning signs and even in advertisements.

Still there is a great deal to be done. There is an almost never-ending task along safety first lines in factories and shops, but there is a much greater task to be done in connection with the individual in the City of Portland and the State of Oregon. If it is up to the safety first enthusiasts to get into the mind of every citizen the need of thinking safety and acting safely. Think first and safety will follow without trouble.

The safety first work done by the Portland Railway, Light & Power Company in connection with its system is considered a good example of what can be done. The records of this company show that six years ago there were on the average 38 accidents every day in the number of streetcar accidents. Safety first principles have been put into working order, the company has doubled its number of employees and doubled its business and the accidents have been cut down to eight a day.

The company maintains a safety first school in which every day a class of employees week in and week out. Special merit marks are given for reporting dangerous conditions and for following safety first lines. Out of 420 suggestions for improvements, more than 300 were made by streetcar men some time ago. In the present year the commission is followed up and its originality is notified of what is done.

The company has a "safety first" committee in every branch of the service. The committee personnel changes occasionally, so that every employee is acquainted with the committee. Represented on the committee is every branch of the service, from the truck-carrying men to the streetcar men, from the member works for "safety first" schools of safety first instruction are given each week.

In factories and shops the "safety first" movement has done a great deal of good. In some mills there used to be a rule requiring employees to wear safety glasses. They were not wearing them and they were injured by emery wheels or other devices which might cause injury to the eyes of employees. Now they are wearing them and they are safe.

Ogshields which might catch emery wheels and other devices have been installed to prevent employees from getting tangled up in any manner in machinery. In the case of the streetcar employees or others might fall have been covered and, in short, every possible safeguard has been installed in the majority of factories.

Railroad companies, in addition to providing all manner of "safety first" devices on their trains and cars, have conducted a vigorous campaign to curb the trespass evil. Statistics show that in 24 years 108,000 persons have been injured by trespassing on railroad or streetcar tracks. The anti-trespass campaign has been taught in the schools and in the homes and in every way possible. There still is much to be done along this line. The number of trespass accidents has decreased rapidly in recent years.

Boys are warned against stealing rides on trains and school children and young children are warned against the dangers of walking along train or car tracks.

Since the forming of the safety first committee in Portland one of the principal campaigns has been conducted in the schools. Various safety first committees have been appointed and are doing good work. At present, through the co-operation of Superintendent Alderman, every schoolroom in the city has a safety first committee of a few members. These committees are doing good work in educating children to the dangers of stealing rides, running in front of streetcars, getting in the way of automobiles, playing in streets, stealing rides on streetcars, trains or automobiles and doing many of the other careless tricks which have caused thousands of accidents in the past.

Schools are being held in the city and in the way of fire prevention. Battalion Chief Stevens, of the Portland fire department, has been in the city for some time and last Winter much distress was experienced throughout the Pacific Coast.

On the top of these conditions, that at best were somewhat below normal, and that in themselves would account for much sickness in business and employment, we have had piled upon us a tremendous burden of war, the result of confidence. We see, on all sides, business houses closed, or with reduced outputs and great numbers of both sexes and all vocations reduced to conditions much less favorable than have been obtained for many years.

The number of unemployed that are clearly in evidence on the streets is quite appreciable, and what is worse, the number of quiet, industrious people that are not in evidence on the streets, but who are being gradually forced to the wall is recognized as being great and tending to marked increase during the next few months.

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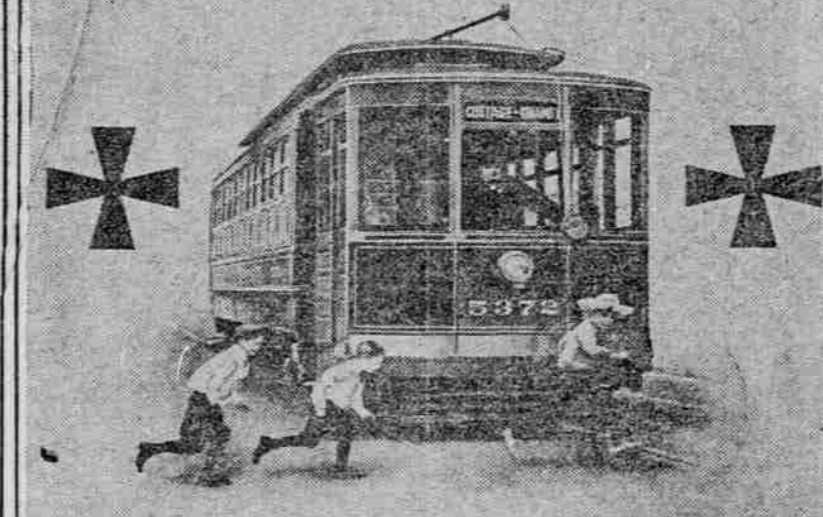
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An Occupation Where "Safety First" Must Be the Watchword.

Join The Public Safety Crusade PARENTS—ATTENTION



"DANGEROUS SPORT" Keep Your Children Off The Tracks.

Typical "Safety First" Poster.

merely for the purpose of seeing the

Battalion Chief Stevens tells a story in this connection. "One time," he says, "a boy wanted to see the fire engine. He went in an alarm and the machines were soon on their way. When the scene of the fire was reached he saw that the parents of the boy who turned in the alarm. You never know when you turn in a false alarm what might happen. The machines might run over your mother, father or sister. The best way is not to turn in an alarm when it is not necessary."

This illustration has done a great deal of good, and already a decrease in the number of streetcar accidents is shown in the fire bureau books.

The streetcar company in handling its part of the safety first work has required all streetcar men to learn the number and location of the fire alarm boxes on their lines. At any time a fire is seen, the streetcar men are required to go as quickly as possible and return to the alarm.

The city government is doing its share of the safety first work. On the busy street intersections chalk lines are drawn to keep people from walking where there is danger of their being run down by vehicles or streetcars. Along streets where there are dangers either to vehicles or pedestrians, safety first warning signs are being erected. The safety first movement has come to be one of the biggest assets Portland has ever had and it is expected that the movement will continue to grow. Members of the "Safety First" Commission will be glad to see a good man, "you can't keep it down."

Every man and woman has a right to demand that the community furnish him or her with an opportunity for a safe and healthy life. It is the duty of the community to see that the locks up and punishes the person that steals or otherwise breaks the law. It is inconsistent, however, that side with these proper measures, there should not exist some reasonable provision that will enable the individual to live in the community without having to resort to stealing or other crime to enable him or her to live and at the same time maintain self respect. In other words, we must be able to show the unemployed that there is something in society other than purely repressed feelings and a short step toward anarchy and crime.

Aims Should be Abolished. Mendacity should not be permitted, it is injurious both to the donor and the recipient of alms. It is impossible to distinguish between the worthy and the unworthy poor, by casual inspection, and promiscuous gifts are the main support of the hobo army. I would like to see it established as a punishable offense to solicit alms on the streets at houses and in the neighborhood of such promiscuous charity should be punishable just as much as the receipt thereof. A self-respecting man who has no means for his support should not be allowed to solicit charity or begging. It is, however, plain that mendacity cannot be supported in advance of remedial measures.

The greatest difficulty that confronts us in dealing with the unemployed labor is that of the distribution of real commercial value and not a makeshift or a fake. The public, generally, has no more use for a relief plan that comprehends breaking rock by hand that can better be performed by a rock crusher, than it has for the soup kitchen or gift of old clothes and charity dinners.

Commercial Basis Suggested. Relief work must be useful work, run on a commercial basis and not a mere fiction or excuse to distribute the public money among a lot of loafing hobos, pretending to work. We have no right to take the funds contributed with much hardship by the taxpayers, and use them for mere gifts or useless charity work, except to those who are physically unable to perform effective work.

Highway Work Opens Way. In a community such as this, with so many partially developed or wholly undeveloped, it should be possible to organize useful public improvement development work so that the labor demand will fall almost wholly in the winter months, the period of the proper operation of highway work scarcity.

Highway construction particularly in the semi-arid part of the state east of the Cascades, can usually be carried on to greater advantage than during the hot months. Horses also are cheaper or more available during the winter period. The proper organization of large construction forces so that work can be carried out to advantage, and the taxpayers receive a dollar's worth of work for each dollar expended, means, however, careful prior arrangement. For instance, a few contracting work must be completed, funds made available, camps established and equipment be-

secured or hired before large forces can be put to work. If prior arrangements be made, however, it would be a simple matter to put many thousands of unemployed men to work during the winter to the great good of the community as well as the unemployed. It is, however, impossible to extemporize suddenly a plan to carry out work so as to perform this work in a manner satisfactory to the taxpaying public.

Other Outdoor Work Appeals. The same remarks apply to a great diversity of other outdoor work of improvement and development such as clearing logged off lands of stumps, rearing up old bridges, and other work of the kind. The latter especially offers an excellent field for winter labor. The present plan of improvement plans are awaiting approval by the Portland City Council which is, however, impossible to extemporize suddenly a plan to carry out work so as to perform this work in a manner satisfactory to the taxpaying public.

The important point in this pressure of the most insistent character should be exercised that all work be done in the most efficient manner possible. The pressure of the most insistent character should be exercised that all work be done in the most efficient manner possible. The pressure of the most insistent character should be exercised that all work be done in the most efficient manner possible.

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