DRIVERS ARE BLAMED IF TRAINS HIT AUTOS

Engineer With 30 Years' Experience Tells Why.

UNNEEDED HASTE SCORED

Most Chauffeurs Dashing Over Crossings Could Just as Well Wait Moment, Is Assertion.

Efforts to end indifference of the public toward "safety first" measures as applied to railroad problems, were explained by Frank J. Connolly, veteran locomotive engineer on the Southern Pacific lines, when he was interviewed recently on reasons for the increased number of accidents on lines operating out of Portland during the past year.

Mr. Connolly, whose home is at 408 East Fifteenth street North, has a record of 30 years service as engineer on the Southern Pacific lines without a single death at crossings from a train under his control. He has been a leader in the "safety first" movement in the Southern Pacific since it was first launched 12 years ago, and many of his suggestions for public safety have been adopted by the committee appointed to investigate the causes for railway accidents.

Safety Advice Is Heard.

The committee consists of one man from each department of the division, such as engineers, brakemen, conductors, switchmen and section men, with the superintendent of the division as its head. The work of the committee is to entertain and discuss suggestions from any employe in the service of the company, which are designed to further the cause of the "safety first" movement. Circulars are sent out under the direction of the committee soliciting these suggestions, and every encouragement is given to bring each employe to the realization that it is only through concerted effort that the greatest efficiency can be obtained. The success of this propaganda is shown by the fact that the Portland division of the Southern Pacific received government recognition for the highest record made in accident prevention in October, 1919. During the first two weeks of that month there was not a single accident on the entire division, which employs 4600 men. This was the best record made by any division in the northwest, said Mr. Connolly.

There are many reasons behind carelessness of the public at dangerous railroad crossings, according to Mr. Connolly. During the last 30 years he has watched the west change from heavy forests to a thickly populated territory.

Farmers Careful in Old Days.

"It used to be in the old days," said Connolly, "that when a farmer drove up to a railway crossing with a team and wagon, he did so with care. He was continually watching for the approach of the train and would usually stop 200 to 300 feet from the right of way. There were few accidents in those days. Both the engineer on the train and the driver of the team would be working together to avoid accidents. Today the burden of accident prevention rests almost entirely on the shoulders of the engineer. Automobile drivers are in the habit of dashing right up on the track before looking or listening for the train. They trust to the speed of their car, not realizing that a train moving 50 miles an hour covers a great deal of ground in a short space of time, and often the train is on top of them before they try to cross.

"The worst offenders are the ones who try to out-run the train where the road runs parallel to the track. Usually they have no reason for such hurry. The driver is going to a picnic, perhaps, or is in a hurry to get home from the office. It seems almost inconceivable that a man will risk life and limb on a dangerous crossing merely because of the few minutes' delay until a train gets by."

Whole Train Is Set Afire.

Unfortunately, according to Mr. Connolly the danger in these accidents is not altogether one-sided. He told of an accident on the C. B. & Q. lines several years ago, in which a long heavy train struck a gasoline truck on a crossing. The force of the impact demolished the truck and the gasoline was ignited. Before the train could be brought to a stop it was in flames along its entire length. The fireman perished on the tender of the locomotive as he was trying to reach for water with a bucket. The engineer sprang from the blazing locomotive, and with his own clothing on fire, ran blindly into an adjoining field and died there before help reached him. If the train had happened to be a passenger train the result would have been still more terrible, said Connolly.

One of Connolly's personal experiences while piloting the Shasta limited are typical of the danger resulting from a collision with a heavy truck. The accident happened near the fair grounds at Salem, Or. A truck driven by Charles Chandler was struck on the highway crossing by the train running at a speed of approximately 45 miles an hour. The engine pilot was bent and folded back under the wheels of the locomotive, causing it to be derailed, the train being brought to a stop 800 feet from the scene of the accident. There was no excuse for the driver in this instance, said Connolly, since the driver had a clear view of the approaching train for a distance of at least half a mile from the crossing.

"In the touring car accidents, there is too much 'visiting' going on," said Connolly. "The driver usually has a passenger in the front seat with him who distracts his attention and he pays no attention to the approaching train. An automobile driver who has several passengers with him is criminally negligent, in my opinion, if he doesn't take every precaution for their safety. If the engineer had somebody in the cab who was distracting his attention there would be an accident on nearly every crossing."

The answer to the whole situation, according to Connolly, is that the public must be made to realize that the safety work must be a mutual movement. They must be made to understand that nothing can be done to keep down accidents unless the drivers of motor-vehicles do their part in watching at the crossings for approaching trains. The engineer has no way of knowing whether or not a car-driver intends to cross the track when he dashes up to within a few feet of the crossing before slowing down, he declared, and the accidents will continue until these drivers learn to use the same caution in stopping at a safe distance and listening for the approaching train that was formerly used when traffic on the highways was not so congested and before the introduction of motor-vehicles produced the present crop of "speed maniacs."

Panama Canal Zone Makes America Proud.

Former Hood River Boy and University of Oregon Student Writes of Trip.

HOOD RIVER, Or., July 31.—(Special.)—After a visitor has compared the Panama Canal Zone with other parts of South America, according to Dr. W. D. Nickelsen, former University of Oregon student and son of Senator J. R. Nickelsen of this city, he feels a pride in the United States. Dr. Nickelsen, who graduated last year from Rush Medical College and who since then has been an interne at the Skin and Cancer hospital in New York city, is spending a vacation cruising in the Caribbean sea and along the north coast of South America as surgeon for a coaster playing out of New York. He writes:

"The sanitation of the canal zone is perfect. The docks at Cristobal are the best in the world. A party of us took the train to the Pacific side of the canal. Had a dip in the Pacific today and it is like old times. Certainly there is a great difference in the two oceans. The surf, the sea food, shells and fish are entirely different. We see bird rocks off the Panama coast just as we see them from Cannon beach.

"One can't appreciate the tropical fruits until he has eaten them fresh. The pineapples, oranges, bananas, grape fruit and mangoes are delicious. Incidentally one, if he so chooses, has ample opportunity to imbibe all of the wet stuff without restraint. The canal belt is full of cabarets on both sides, but the American zone, itself is, of course, dry."

DR. A. P. KEYSER TO SPEAK

Knights of Columbus Service Club to Help Session.

"Through Life's Window" will be the opic of an instructive lecture giving many interesting facts about the human eye, to be given at 8 o'clock this evening at the Knights of Columbus Service club, 243 Couch street, by Dr. A. P. Keyser, president of the Portland School of Optics. The lecture will be illustrated by means of a motion picture film, said to be the first ever produced to show the parts and functioning of the eye.

Subsequent lecures in the series arranged by the "Cusey" club for each Sunday evening will be given by Dr. Thomas Wynee Watts and Drs. H. C. Fixott and M. C. Holbrook.

In connection with the lecture tonight motion pictures provided by the United States navy and educational films procured by the club will be exhibited.

Ordinance Bans Jitneys.

SEATTLE, Wash., July 31.—Absolute ban on operation of jitney buses in Seattle is provided in an ordinance transmitted to the city council Friday by Corporation Counsel Meier, at the request of councilmen. The ordinance, however, if passed by the council could not become effective until approved by a vote of the people.

MORE THAN 400 YOUNG PEOPLE CLIMB EAGLE CREEK TRAIL, MANY FOR FIRST TIME.

SOME OF THE PARTY TAKING MISS EVA HALSEY, PARALYZED GIRL, TO TOP IN WHEELBARROW.

420 HIKE ALONG TRAIL

EAGLE CREEK ASCENT MADE BY PORTLAND YOUNG PEOPLE.

In Group From Community Service Is One Girl Who Had Never Before Been on Highway.

Four hundred and twenty young people of Portland climbed the Eagle creek trail last Sunday, the majority of them for the first time, as members of the annual mid-summer Portland Community Service outing party.

In the group was one girl who had never been on the highway before, a girl who had never been outside of the city limits of Portland, Miss Eva Halsey, who has been confined to her chair through paralysis. She was taken up the highway in an automobile and then transferred to a wheelbarrow and carefully trundled up the trail by the girls and boys who eagerly volunteered their services.

Miss Halsey was one of the gayest of the whole party and her happiness in seeing the beauties of the highway was unbounded.

The party made the trip to Eagle creek in trucks and automobiles furnished by city officials and business firms. The luncheon was served on tables provided by the forest service under the special direction of Ranger Weisendanger.

At luncheon Samuel C. Lancaster, who was the guest of honor, explained the construction of the highway, told stories and answered questions.

After luncheon everyone in the party climbed to the Punch Bowl.

The girls in the party are all employed in Portland in various capacities and are members of the Portland Community Service. They find in the "service" all sorts of entertainments provided for them. Outdoor affairs predominate at this time of the year.

Miss Katherine Cockburn, director of girls' activities for the service, and Walter Jenkins, director of music, were in charge of the highway trip. This was the second highway trip this year. The first one was on May 1. About 300 went up at that time. Miss Cockburn hopes to have another trip up the highway before Thanksgiving.

The Portland Community Service handles thousands of girls every month through the various activities planned to suit each season of the year. Hikes are scheduled often and dances are held every other week. A tennis club has been organized which meets Tuesdays and Thursdays at Washington and Jefferson high school courts. Swimming classes meet every Wednesday evening at the Couch school. Little plays and pageants are staged frequently. A twilight study class has just been organized, which will meet in the park blocks every Monday evening.

A class of 500 girls in military drill and physical training will be started at the armory beginning about October 1.

FACULTY IS COMPLETED

Three Automobile Stages to Convey Children to School.

CASTLE ROCK, Wash., July 31.—(Special.)—The faculty for the Castle Rock schools has been completed for the coming year save one high school teacher. The faculty is as follows: Superintendent, F. E. Dunton; history and English, Miss Edith Sprague of Lynn, Mass.; domestic science and art, Miss Naomi Bowen, Pullman; commercial, Miss Nellie Albin, Vancouver; science and mathematics, to be supplied; eighth and athletics, Newton McCoy; seventh grade, Miss Gladys Teele, Bellingham; sixth grade, Miss Lenore Kenyon, Iowa; fifth grade, Miss Inez Underhill; fourth grade, Miss Carrie Foote; third grade, Miss Martha Carson; second grade, Miss Nellie Holmes; first grade, Miss Alma Imus.

Three automobile stages will convey children from a distance, as other districts have been consolidated with Castle Rock district.

LEAVE GRANTED LA SALLE

Police Inspector Relieved Until After Conclusion of Trial.

Robert LaSalle, Portland police inspector who is charged with implication in the sale of stolen war savings securities, yesterday received a two months' leave of absence by Mayor Baker.

Inspector LaSalle addressed a letter to the mayor requesting a leave of absence until his trial had been concluded. Should he be convicted of the charges now held against him, the mayor will file charges with the civil service board for his permanent expulsion from the police department. But should he be vindicated the issuance of the leave of absence will permit him to return to his duties with the city without injuring his civil service standing.

HOMES TO BE LICENSED

City to Exercise Control Over Places for Babies.

All baby homes in Portland must obtain licenses issued by the city council, if operation is to be continued. The city council yesterday passed an amendment to an existing ordinance regulating hospitals which provides for a license for any home or establishment in which babies are boarded, or are cared for.

The amendment drafted by City Attorney La Roche at the request of both Mayor Baker and Acting City Health Officer Abele is for the purpose of controlling homes in which two or three babies are kept.

Phone your want ads to The Oregonian. Main 7070, Automatic 560-95.

HIGHWAYS READY TO BE PAVED IN 1921

Work Now Going On Under Contracts Made in 1919.

GRADES HAVE ROCK BASE

Contractors Have About $4,000,000 Invested in Road-Building Equipment.

Between 80 and 100 miles of state highways will be in condition for hard-surface paving next year. Whether this paving will be done is a matter which the state highway commission is expected to determine within the next two months.

While a large amount of paving is going on this summer, it is work which was put under contract last year. Very little paving mileage was awarded this year. Virtually all of the paving jobs now in progress will be finished before the wet season arrives. This will leave the equipment of contractors at liberty for new work.

$4,000,000 Invested in Work.

It has been roughly estimated that about $4,000,000 is invested in road construction equipment in Oregon. This equipment ranges from the steam shovels, mixing plants and road rollers, to the picks, shovels and mess tent equipment, not to mention such items as trucks, water tanks and all the paraphernalia used in grading, base and surfacing roads and the preparation and transportation of material. Naturally, contractors do not wish this vast investment to depreciate through lack of use.

It is the announced policy of the highway commission that no more hard surfacing will be done until the base has withstood traffic for one or more seasons, or until such time as the base is beaten down under the weight of traffic. From a year to a year and a half will produce this result normally. There are long stretches of state highway which have been rocked and which are now being subjected to traffic. These sections will be in condition to carry a surface pavement next year.

If the present plans of the commission do not miscarry, every grade now being made in Oregon will be protected with crushed rock or gravel cover before winter.

100 Miles Ready in 1921.

This is done to save the grade which otherwise, in the rainy season, would be cut up and destroyed by wheels during the winter months. These new grades and their rock protection will not, as a rule, be ready for a top next year, but there are plenty of other sections which can be treated.

An estimate made by members of the commission and not intended to be exact, discloses that by spring, practically 100 miles of road can be contracted for paving in 1921. A considerable amount of this mileage is on the Pacific highway, on the east and west sides.

From Monmouth south there is now a good road, ready for hard surfacing and the only reason the commission has not placed it under contract is that the commission was loath to spend the money for paving while the road is in such excellent condition.

The pavement can be carried south of Salem and from the Multnomah county line, through Oswego, to the bridge. Newberg and McMinnville can be connected. These are simply instances where paving can be carried on next year.

Financial and labor conditions will largely govern the highway commission in arriving at a decision. It may be that not more than 50 miles will be decided on for hard surfacing, but the three commissioners want the development to be continuous.

One of the most important factors in selecting roads for hard-surfacing and awarding the contracts this fall is to enable the contractors to transport their equipment to the ground and be in readiness for work as soon as weather permits in the spring.

This system was tried last year with decided success, for when the weather cleared the contractors were in position to begin operations.

In winter the contractors have less trouble in obtaining cars for moving equipment and they have time to set up plants and establish camps. All this takes time, but with a winter to devote to preliminaries, there is no delay in starting.

Because of this arrangement the lower Columbia highway will be all paved this year and the pavement to Hood River finished.

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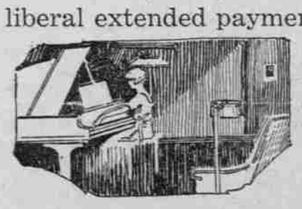

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Sale Begins Monday Morning at 9 o'Clock! Be Ready!

Nearly 1000 Pairs Women's Pumps — In black and brown Russia calf and patent colt; heavy turned soles, Louis XV heels; widths AAA to C; sizes from 3 to 8. $9.95

Women's Kid Oxfords — In black and brown; welt soles, Cuban heels. All of high quality $9.95

Women's White Nubuck and Reign-skin Lace Boots — Goodyear-welt soles; military or Cuban heels $7.95

Hanan & Son's Women's Black Button Shoes — Cravenette cloth tops; not all sizes in each line, but we can fit up to size 5 $3.95

250—Pairs—250 Women's Patent Leather Button Shoes — Button Shoes, cloth top, with French or Cuban heels; sizes 2½ to 5½ $2.95

Women's Fine Oxfords and Pumps — Small sizes only; narrow widths. Wonderful bargains! $2.95

Men's All-Leather Footwear at Money Saving Prices!

Boyden's Men' Russia Calf Bluchers. Regular $19 shoes in straight lasts; a big saving here at $14.95

Banister's Men's Bluchers in black and brown kangaroo and in vici kid; all sizes and widths $14.95

Men's Brown Cordocan Lace Shoes, Goodyear-welt soles; custom last; snappy style..... $11.95

300 pairs Men's Black Vici Kid Lace Bluchers, Goodyear-welt soles. Every pair guaranteed..... $9.95

Slater & Morrill's Men's Russia Calf Oxfords, regular $15 brown Russia calf; custom last..... $9.95

One lot of Men's Black Calf Oxfords. These include Hanan's and Boyden's; small sizes only..... $5.95

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