

ACTION UPON TRAFFIC ORDINANCE DELAYED; REVERSAL IS SOUGHT

Supreme Court Had Held State Law Does Not Supercede City Measures.

SCOPE OF THE MEASURE

Size of Congested District Enlarged—Horse Drawn Vehicles Included in New Traffic Regulations.

Owing to the fact that attorneys are seeking a reversal of the supreme court's recent decision wherein it is held that the state motor vehicle law does not supercede city ordinances regulating speed, action on the proposed traffic ordinance is being delayed. A reversal of the decision would mean that provisions of the proposed measure would have to be changed to conform to the state law in regard to speed limits.

The ordinance now pending is a substitute for 20 ordinances and makes a number of changes in the regulation of traffic. It makes no change, however, in the regulations for the handling of pedestrian travel. It enlarges the "congested district" to embrace the territory bounded by Thurman, Twenty-third, Ford and Jefferson streets on the west side and Hawthorne avenue, Grand avenue and Broadway on the east side. The present congested district contains only the business section.

Would Cut Speed Limits.
It is proposed to cut the speed limits for vehicles outside of the congested district from 25 to 20 miles an hour, but no change is proposed in speed limits for machines within the district. The new measure, however, will fix the speed for horse drawn vehicles and trucks.

With the exception of including Fourth street between Morrison and Yamhill streets within the district, no change is made in the parking area. The fire department apparatus is given the right of way at all times, which is not so under existing ordinance.

It is proposed to require drivers of vehicles when coming to a stop or a turn to extend an arm as a signal to vehicles following that a stop or turn is being made. This follows the practice in eastern cities. Some of the other provisions in part are as follows:

Must Obey Officers.
Drivers of vehicles shall at all times obey commands of traffic officers. Pedestrians shall obey traffic directions of officers. Vehicles overtaking others shall pass to the left and pull over to the right until clear.

Trucks. In all other cases vehicles shall keep to the right.

A vehicle shall not turn or reverse its direction where traffic will be obstructed, but it shall go around the block or to a street wide enough for the purpose. A vehicle shall not stop with its left side to the curb. A waiting vehicle shall give way promptly to a vehicle arriving.

A vehicle is not to be left on a crosswalk nor prevent another moving along and parallel to the curb in front of the entrance to a building, or to prevent another vehicle already stopped near the curb from moving away, or within 10 feet of a fire hydrant, mail box or horse trough. Vehicles shall not be parked or otherwise stopped so as to prevent free passage by other vehicles in both directions at the same time.

A vehicle, unless parked, shall not stand backed up at any angle to a curb, except while loading or unloading, and if horse drawn and with four wheels, the horses shall stand parallel with the curb, faced in the direction of traffic.

Have Right of Way.
Vehicles are to stop only near the curb. Street cars are not to stop within an intersection or so as to obstruct a crossing. No vehicles are to be allowed to stand in front of any fire hose, or within 50 feet on either side of the fire stations at 164 Fourth, 366 Fourth, 511 Gilsan, 452 Russell, 482 East Third nor on Third street between Gilsan and Hoyt streets.

Emergency vehicles shall have right of way and fire department over all. Street cars to have right of way at intersections except over emergency vehicles. Vehicles approaching intersections from the right have right of way over vehicles approaching from the left. Vehicles on track shall turn out upon street signal. A vehicle, upon approach of fire apparatus, is to draw near the curb and stop. Street cars are also to stop. North and south bound street cars are to have right of way over cars going east and west in the absence of police regulator.

Signals Are Explained.
In slowing down, stopping or turning, driver shall signal by extending arm. One blast of police whistle shall indicate vehicles going east and west shall have right of way, two blasts shall indicate north and south going vehicles have right of way. Three or more blasts shall indicate approach of fire apparatus or other danger.

Vehicles are to be equipped with lights and sound signals. Headlights shall be set to throw rays to strike level ground not more than 200 feet ahead of the vehicle. Sound signals not to be used except for necessary warnings. Sirens and emergency signals shall not be used except upon police and fire apparatus. Vehicles and traffic to stop when semaphores indicate fire.

Speed Limits are as follows:
Emergency vehicles in any part of the city, 25 miles an hour.
Motor vehicles except trucks without congested district, 20 miles.
Motor vehicles except trucks within congested district, 15 miles.
Motor trucks, 10 miles.
Vehicles passing schools on school days between 8 a. m. and 4 p. m., 10 miles.
Horses, outside congested district, 8 miles.

Horses inside congested district, 5 miles.

Motor trucks on Willamette river bridges, 6 miles.

Horses on Willamette river bridges, 4 miles.

Vehicles crossing a sidewalk 4 miles.

Parade Rules Given.

During parades police may clear streets and prohibit vehicles and pedestrians from crossing streets. No pedestrian or streetcar shall break through line of a funeral procession. Horses are to be tied when unattended unless harnessed to vehicle with wheels fixed to prevent it being dragged faster than a walk.

No one shall overload or override or drive or unnecessarily whip any horse. No one shall use a horse unless fit for work.

Machinery of vehicle without a driver shall be at a standstill. Motor vehicles shall be equipped with resilient tires to prevent injury to pavements. Vehicles with trailers shall not pass through the district bounded by Stark, Yamhill, Tenth and the Willamette river. No vehicles are to be operated with muffler open. Traction engines are prohibited from traveling on hard surface pavements unless planks are laid.

No truck or dray shall use Morrison street, Alder or Washington street between Second and Tenth streets from 9 o'clock in the morning to 6 o'clock in the afternoon, except on holidays, unless making a delivery.

Pedestrians shall have the right of way over all except streetcars and emergency vehicles at intersections where there is no police officer in charge. Pedestrians shall obey traffic directions of police officers and should for their own safety look to see what is approaching before stepping off the curb, cross the street at a right angle, preferably at a regular crossing, stand on the sidewalk when waiting for a car, face the front of a car when alighting and observe traffic from the right before moving to the sidewalk and, if crossing behind a car, observe the traffic in both directions.

The statutes of the state concerning street traffic, as modified by this ordinance, are made a part of this ordinance. The driver of a vehicle shall be deemed the responsible person and liable to penalties when any offense under this ordinance is committed. Penalties for violation shall not exceed a fine exceeding \$200 or by imprisonment in the city jail for not more than 90 days or both.

Jackson Gets Road Fund.
Salem, Or., Oct. 1.—The state highway commission has decided to give Jackson county \$50,000 of the road fund. Jackson was one of the first counties to bond this year and expected \$70,000, but because of expenditures on the Higgs road the board could not give more than \$50,000. The commission early this year decided upon the policy of aiding counties in building roads.

League Challenged To Enter Debate.
Socialist Candidate Wants to Argue Merits of Proportional Representation and "Right to Work" Measure.

C. W. Barnes, Socialist candidate for state senator from the Fourteenth district, has issued a challenge to the Non-Partisan league to meet him in debate of the initiative measures, one providing for proportional representation, and the other creating a "department of industry and public works." In a letter to George C. Mason, manager of the league, Mr. Barnes says: "Inasmuch as your league has filed negative arguments against 'proportional representation' and the 'department of industry and public works' (familiarly known as the 'right to work' measure), being initiative measures found in the state voters' pamphlet, and inasmuch as the law permits negative arguments to be filed without giving friends of the measure opportunity for correcting statements and misstatements that deceive and tend to misrepresent the true import of such measures, I, therefore, as manager for the Proportional Representation bureau, and as senatorial nominee in the Fourteenth district, challenge your league for a joint discussion before the people of this district, who comprise an intelligent delegation of the voters of the state, on the merits and demerits of these two measures, said discussion to be held at your early convenience in the public library of the city of Portland."

Mrs. Modjeski Denies Charges.
Engineer's Wife in Answer to Divorce Suit Will Force Proof of Residence in Portland.

Mrs. Felicie Modjeski, wife of Ralph Modjeski, builder of the Broadway bridge, and son of Madame Modjeski, the actress, in answer to Modjeski's divorce suit, alleges that she would force him to prove that he has established a legal residence in Multnomah county for a year prior to the filing of a divorce suit. She asserts that his residence is the Union League club in Chicago and has been such since he broke up their home and moved to the club.

Denial of Modjeski's charge is made and in answer she charges him with deserting her in September, 1912. She alleges that trips to Europe, of which he complains, were made with his consent and she denies that she is prejudiced against the United States, as he had charged. She asserts that he expressed a desire to live in Europe after he had made a sufficient

fortune in the United States. She charges him with offering her, through a messenger, \$50,000 if she would let him secure a divorce. She does not ask for a divorce for herself, contenting herself with a prayer for the dismissal of his suit.

Polk Socialists Too Late.
Salem, Or., Oct. 1.—Asa B. Robinson, county clerk of Polk county, Tuesday sent the certificates of A. H. Bennett, Socialist candidate for senator, and J. P. Sears, Socialist candidate for representative, to Secretary of State Olcott, but as the ballot has already been certified they cannot get on it. Monday was the last day on which the secretary of state could certify.

Eugene Favors the Normals.
Eugene, Or., Oct. 1.—The Eugene Commercial club has passed resolutions favoring the state normal school appropriations to be voted upon at the coming election.

In view of a city hall the city council of Eugene is considering the proposition of renting a building in the business section of the city to accommodate all of the city departments.

Edwin Parks, a lumberman, has been elected by the Eugene city council to fill the unexpired term as councilman of William Hempy, of the First ward, who died a few weeks ago. Mr. Parks has lived in Eugene for seven years.

New Mount Hood Trail Nearly Done.
Forest Service Building Trail on East Side of the Mountain Connecting Links.

A great deal of work has been done this past season on the trail which the forest service is building on the east side of Mount Hood. In fact, it lacks but two miles if completion, the gap being at a point six miles beyond Government Camp. Ten days or two weeks' work next season will complete the circuit.

The construction of this trail is of special interest to Portland and Hood River people, because its completion means that communication between the two places will then be possible in a way that appeals to many far more than railroad travel. One can go from Portland by auto, over the Barlow road, to a point just beyond Government Camp.

From here a new trail runs about 10 miles along the south and east sides of Mount Hood, and connects with the wagon road to Cloud Cap inn and Mount Hood Lodge. One can cover the trail on foot or with pack horses, and by arranging for automobile accommodations at the beginning of the wagon road, the trip from Portland to Hood River may be made a delightful one.

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