

CARELESS DRIVERS DECLARED CHIEF ACCIDENT CAUSE

Carelessness and inexperience on the part of automobile drivers will be met by far more stringent traffic regulations being read into the ordinance governing motor vehicles unless there is a greater decrease of accidents in Portland, declared Municipal Judge Rossman Monday night, speaking before automobile owners and operators in Library hall in the fourth of a series of 12 lectures being conducted by the National Safety Council.

"There is usually a traffic violation at the bottom of every accident," declared the judge, emphatically, speaking as one who has to deal with practically every violation of this kind occurring on Portland streets. "The fact that there are fewer street car accidents means that the street car company has taught its motormen that it pays to know the 'rules of the road' and to be expertly familiar with the operation of their vehicles."

MANY ARE AVOIDABLE
"Were automobile owners as expert a vast number of apparently avoidable accidents now of daily occurrence would never happen."

Judge Rossman said that of the cases coming to his attention, carelessness was responsible for the majority, with incompetence to operate a machine as a secondary cause.

In the 12 months preceding December, 1920, there were 15,408 arrests for violation of the traffic ordinance, a figure greater than the combined population of Astoria and Albany. Speeding, said the judge, is not responsible for as many accidents as the public has been led to suppose. Of 72 accidents occurring last Saturday, more than a third were caused by failure to yield the right of way.

As a proof of his contention that street cars are becoming less and less a factor in accidents, the judge said that of the 10,038 accidents during the past year, only 1000 were caused by street cars. Pedestrians struck by motor cars and other vehicles usually suffered in between intersections, said the judge, who gave the percentage for Portland as 90 per cent of total injuries so sustained. The percentage for New York is 82 per cent. Accidents of this kind totaled 7000 this year.

"What we need is a more careful examination for drivers," declared Rossman, in conclusion. "If incompetence is a great factor in rolling up accident lists, then we should move to reduce that hazard by testing automobile drivers with the same care exercised by street car companies in testing their motormen. Drug addicts and habitual users

of intoxicants of any kind should absolutely be barred from participation in motor car operation, as they had no way about it they would never get a license."

Youth Reaches for Wheel; Car Tumbles In Ditch; Two Hurt

Impulsiveness or fright resulted in the injury of two persons and the wrecking of an automobile late Monday afternoon on Canyon road, according to the police.

Miss Helen Stackhouse, 17, 171 East Eighteenth street, and Robert L. Stevens, 17, 423 Waco street, are in the Good Samaritan hospital. Miss Stackhouse has a sprained hip and severe bruises on her back. Stevens suffered a fractured leg and injuries to his side. The accident occurred when Stevens grabbed the steering wheel away from Miss H. Lineberger, 167 Stout street, when a collision with another automobile seemed inevitable. He turned the wheels with such abruptness that the car swerved from the road and overturned "right." Miss Lineberger was uninjured.

Although the collision was avoided, the accident which occurred was probably more serious than if the car had collided, according to Motorcycle Patrolman Mobley, who investigated the accident.

Five Men Injured When Auto Takes Plunge Over Bank

Five men from the Whitney logging camp near Bay City were injured about 1:10 o'clock this morning when brakes on a heavily loaded automobile in which they were riding failed to hold on the long grade on Kelly street, allowing the machine to leave the road and roll over three times down a steep embankment near Hamilton avenue.

J. Skie and A. J. Anderson, driver of the machine, were badly cut and bruised about the head and body and were taken to St. Vincent's hospital, where it was said this morning they would recover. William Wise, J. Carter and S. E. McGillivuddy were cut and bruised about the head and were treated at the emergency hospital. "Wheels, parts of the machine and baggage were scattered for over 200 feet along the side of the embankment. The men were returning to Portland after the closing of the logging camp when the accident took place. Baggage they were carrying in the machine was scattered along the road for two blocks.

CHICAGO WIFE FINDS NEW YORK PITFALLS DEEP

By Sydney B. Whipple
United News Staff Correspondent
New York, Dec. 21.—Lucille Emma Brooks is the wife of a Chicago insurance man—John Walter Brooks. Her husband belongs to that great group of citizens commonly called the respectable "middle class."

Lucille is 35 years old, a good looking woman, not over dressed, not painted, not of the Broadway type. She is a woman you might see any Sunday, leading her children into church. But you would not notice her any more than you would notice hundreds of similar women.

But Mrs. Brooks stepped out of the middle class respectability long enough to land in the brightest of New York's most unsavory limelight. She is held as a material witness in the killing of Police Lieutenant Floyd Horton, who died in a Broadway gun battle. She was the companion of three men who waged a pistol fight to the death from a motor car. She was herself wounded.

HUSBAND GIVES COMFORT
Her middle class, respectable husband met her for the first time since the affair, in the criminal courts building, while she was on her way to the district attorney's office. She was handcuffed to one of the other members of the murder car quartette. The handcuffs hurt her wounded arm. But in this nightmare scene, her husband told her he would soon have the handcuffs off, and that she would go home.

"I'll keep them. You'll wear them again—soon," she said to John, "take these. They don't look well on a woman who is going to jail."

"I'll keep them. You'll wear them again—soon," she said. The district attorney was more interested in knowing who killed Lieutenant Horton than he was in knowing how a woman of Lucille's type came to be associated in a holdup, an attempted robbery, a running gun fight, and a murder. But Mrs. Brooks didn't know who killed Horton. She was dazed. It was this way:

"FALTY" IS PLANNED
Mr. Brooks was in Chicago. He had told John Kavanagh, superintendent of the apartment house where she lived, to look after her. Kavanagh did. He suggested a party, one of those quiet affairs where a crowd of four go out to see the sights. Nicholas and Joe Laresch, two friends of Kavanagh, went along, when the accident took place. Baggage they were carrying in the machine was scattered along the road for two blocks.

Wife Finds Mere \$150,000; Hubby Calls It Bad Luck

Chicago, Dec. 21.—(I. N. S.)—Some folks might figure themselves lucky to find \$150,000 in bonds, for which no owner has been discovered, but Carl Jagger of Gary, Ind., whose wife picked up \$150,000 worth of treasury certificates in a Chicago taxicab last May, is beginning to think it is bad luck.

Federal authorities declare the bonds became income when they matured September 14. Hence Carl may have to pay an income tax. Carl did not earn the bonds; his wife found them. Inheritance tax due the government, \$51,000.

Lawyers have discovered that Carl's wife had no legal right to remove property from a common carrier. They threaten a writ of replevin to restore the bonds to the taxicab company. If they get the writ, Carl says, he will be \$50,000 shy because five of the bonds, worth \$10,000 each, have passed from his possession.

The net result is that, if all these things happen, Carl may find himself \$101,000 or more in debt.

lotion—of those "soft drink" places where, if you are known, and sometimes if you're not, you can get a juice doctored to something resembling the real stuff. They had several drinks.

Then they went to a saloon in West Fifty-eighth street and had some more. Kavanagh wanted to go home by this time, but Lucille didn't. So they went to One Hundred Forty-seventh street, where they had come more. It was easy to get. Kavanagh disappeared from the party about this time, Lucille said.

SAYS SHE WAS "DAZED"
Then coming down town it all happened. Joe Laresch stopped the car in which they had been cruising from saloon to saloon, and went into an apartment house. She says she was "pretty well dazed" by this time. She remembers hearing several shots. She remembers something hitting her arm. Then, she says, everything went black.

Kavanagh and Mrs. Brooks of Middle West respectability were behind the bars. "I am sure my wife had nothing to do with the shooting," said Brooks after Lucille had told her story. "And I am convinced of her honesty. Everything I have, even the shirt on my back, if necessary, will be used for her defense. I am firmly convinced that she had no previous connection with those people."

Commission Approves Express Firm Union

Washington, Dec. 21.—(I. N. S.)—The interstate commerce commission announced Monday afternoon that it had approved and authorized the consolidation of the express transportation business and the property devoted to that business by the Adams, Wells Fargo, American and Southern Express companies to be merged into the American Railway Express company. The commission rejected the recommendation of many state railroad commissions, who fought the proposed merger.

The Western Union is installing about \$75,000 worth of new telegraph equipment at Yakima.

UNIFORMITY FOR TRAFFIC, SLOGAN OF FOUR STATES

"Traffic uniformity for the Northwest" is the slogan governing the efforts of the committee composed of secretaries of state from Oregon, Washington, Idaho and Montana, now in Portland working on motor traffic regulations for four states. The work of the committee extended late into Monday night and the greater part of today was given over to final consideration of recommendations made by the traffic committee.

Captain Lewis of the Portland police department heads a committee on traffic composed of Chief Jenkins of the Portland police department; L. D. Conrad, superintendent of motive power for Washington; Lieutenant Carr of the Seattle traffic bureau, and T. A. Rafferty, chief inspector for Oregon. This

committee has recommended a system of uniform signs for state highways, the prohibition of parking on paved highways of the four states, uniform lighting laws, identical arm signals, the limitation of the width of the load to tending more than three feet to the rear of the vehicle, and mirrors on all motor cars to insure clear vision to the rear.

The general executive committee, composed of the four secretaries of state, with Sam Koger as chairman, is passing upon recommendations made by this traffic committee as well as making formal recommendation of other measures which will be submitted to the legislatures of the four states at coming sessions. The executive committee has definitely gone on record favoring a uniform traffic law, more and greater reciprocal privileges between the various states for the convenience of motorists, the operators' license law as is now in effect in Oregon, the 15-year age limit law, the uniform license year law (which will probably result in a calendar year being taken as the license term, with fee amounts left to the discretion of each state), uniform road signs, speed laws and rules of the road, lights on all vehicles, the Oregon gasoline tax of 1 cent a gallon for the maintenance of good roads, and punishment for automobile thieves with no less than a prison sentence.

In the discussion of their precaution, Secretary of State Charles T. Stewart of Montana said there was a strong leaning in his state toward the old

vigilante method of dealing with those who pilfer their fellow's transportation. He said that while traffic laws did not bother the state of Montana in any great measure, there being enough room there for plenty of elbow space, still something should be done in his state to eliminate the man who once stole horses and now steals cars.

Money for Irish Sufferers
To give aid to the sufferers in Ireland the Ancient Order of Hibernians has started a campaign for funds, that will be inaugurated at the mass meeting to be held in the Hibernian hall Wednesday night. The campaign is directed by a committee under the direction of Dr. Andrew C. Smith and John R. Murphy.

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