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WEDNESDAY, JULY 5, 1922

MAKING THE ROADS SAFER

State Highway Engineer Nunn has undertaken a campaign against billboards on the state highways, which is a task that has been undertaken often enough before but never carried very far in the direction of completion. Mr. Nunn, however, has tackled it from a new angle. His predecessors have relied at the billboard because of the manner in which it jars upon the aesthetic sensibilities of the traveler, but Mr. Nunn casts aesthetic sensibilities to the winds and levels his shafts at the dangers that result from shading a billboard while traveling at a high rate of speed.

He figures that while learning that a certain brand of cigarettes must be good because the man who grows the tobacco smokes them, the average driver of a car will travel 140 feet, which as everyone knows is far enough to get into several kinds of road scrapes. The driver whose eyes are glued to a billboard is not in a position to avoid danger, and since he cannot control the eyes of all the drivers who use the roads the state highway engineer thinks the next best thing is to remove as many as possible of the invitations to inattention. His theory is based upon pretty sound common sense.

The forest service, which is noted for its thoughtfulness in placing signs for the enlightenment of the driver, is approaching the same problem—that is, the distraction of the driver's attention—from another angle. In the past the service has been placing its signs both on the forest roads and on the trails parallel with the road, which means that the driver who wants to read them must take his eyes from the road and turn his head to one side as his car passes the sign. On the trails, of course, this does not involve on element of danger, for the speed of the average pack train approximates that of the tortoise, rather than the fleet hare, but on the forest roads, which are traveled by drivers of widely varying degrees of efficiency, the dangers arising from distracted attention are quite appreciable. Therefore the service is placing its newer signs crosswise of the road so that they may be read at a glance.

It might be argued, of course, that the same plan could be pursued along the state highways, but the problems are different. The forest service signs are small, and are concerned either with distance or direction or with descriptive matter regarding attractions along the road. The advertising signs along the highways are large, as a rule, and placing them at an angle would result in blocking the view. That would add an element of additional danger, particularly on curves. Anything that blocks the view, especially at curves, as a menace to the safety of the roads.

There was a time when glancing up from the road for a moment entailed no risk to life or limb, for the traveler in those days who got up a sustained speed of ten miles an hour sustained a real team of "steppers," but the world has been changing and nowhere is the change more apparent than on the roads. In place of the average speeds of five or six miles an hour that prevailed when the horse was the universal method of locomotion, the average rate has approached nearer to 30 miles, which is the maximum permitted by law. At 30 miles an hour, a few seconds of inattention is likely to mean a smash-up in which lives may be lost. Most experienced drivers will agree that it is the moment of inattention that is responsible for most accidents than all other causes put together.

The railroads for years have given careful thought to everything that contributes to greater safety of travel. The eyes of their engineers are carefully tested, and watches are ad-

justed to a nicety. Nothing that distracted the attention of an engineer at a critical moment would be tolerated for a moment along railroad rights of way. As a result the accident total is kept surprisingly low. Travel conditions on the main highways, such as the Pacific highway, are approaching those prevailing on the railroads, and the total of highway accidents is becoming distressingly large. It is apparent that in justice to those who travel the roads nothing should be overlooked that will contribute to greater safety, and distraction of the attention of drivers is among the principal causes of accidents. It looks as if in his campaign against roadside billboards Mr. Nunn is attempting something that is really worth while.

THE OBVIOUS MORAL

Down at Oregon City the other day a young man was convicted of murder in the first degree. That means that in the course of time, if the laws of Oregon are enforced, he will be hanged by the neck until he is dead. It is a sad ending for a career that might have been so much better directed.

It is worth while to pause for a moment and retrace the steps by which this boy reached the gallows. First he acquired the taste for easy money. Then he learned that easy money might be had by buying liquor illicitly and hawking it illicitly to such as would buy. He came in time to the point where carrying a gun and using it on a fellow being was not too repugnant to be entertained.

The chains of habit are not forged at a single stroke; instead a link is joined here and another one there, and with each link the forging becomes easier. The first link in such a chain as binds young Hecker is usually the making of evil companions. Thereafter each link is made with increasing ease, and in time the forger of the chain of evil habit passes from link to link with scarcely a thought. Thus even murder fails to terrify him. The moral is obvious. It is the forging of the first link that is especially to be avoided.

FACING THE WRONG WAY

Of all confessional utilities, it is hard to think of anything more futile than the appointment by the conference at The Hague of a "neutral commission" to investigate the causes of the World War.

History will do that, when humanity is calmer and more neutral than any of it is now. For the present, every nation has its own notions of the war's causes, and none of those notions agree, and to try to make them agree is only to start useless argument at a time when the best minds of civilization ought to be engaged in some more productive work.

Likewise the money said to have been given by an anonymous American for the use of this commission might have been devoted to a better purpose. What the world needs today is not an inquiry into the causes of the war but an effort to understand the results of the war and turn them to human benefit. It is the present and the future that concerns the nations, not the past.

Henry Ford—who may be the nameless donor in this case—once said that "history is bunk." That is not true; yet it would be a blessing if statesmen, for a little while, could turn their backs on history, with its wars, enmities and follies, and face human facts and national needs as they exist today, and try to work out a new deal for the future.

Instead of delving into the confused history of the past, what the world expects of international conferences is to make some history worth while, on which all nations hereafter can agree and from which all may derive benefit.

The German mark took another deep in value the other day. Bringing it nearly to the point, we take it, where they'll have to give trading stamps with German money to get it accepted.

There's one good thing about the day after when Eugene fails to celebrate. The little park squares look like parks rather than the aftermath of a desperate battle.

They banned the big cannon crackers just as the horses that were frightened by them disappeared from the streets. There's a sample of efficiency for you!

The railroad strikers showed good judgment, in one particular, at least. They called the strike right in the middle of the fishing season.

"Labor Chief Ronats Members of Board," says a headline. Kept them standing out in day before yesterday's sun, maybe.

The small boy with burned fingers knows there was a celebration.

The best thing about a hot spell is the day after it passes.

Earlier Days in Eugene

(From the Morning Register, July 5, 1903.)

An L. O. O. F. lodge was organized at Creswell with the following officers: Fred Wright, noble grand; J. F.

ONLY WOMAN DIRECTOR OF OPERA



Miss Emma R. Steiner, 1912.

Miss Emma R. Steiner, not satisfied with the distinction of being second cousin of Barbara Fritchie, of Civil War fame, has the honor of being the only woman in America to conduct opera. Born in Baltimore, Md., she showed her talent early, and in the past 30 years has conducted 6000 performances of 50 different operas. In the early nineties she went to Nome, Alaska, and was the first white woman to reach the tin fields at York, 100 miles north of Nome. She is now musical director of the Music Temple of the World in New York city.

Weeks, vice-grand; C. C. Hazelton, secretary; George M. Hawley, treasurer.

Claude Pennra, a former resident of this city, and Miss Lucretia G. Robertson, of Independence, were married there a few days ago.

H. W. Davis, of this city, has purchased the city drug store at Halsey from Dr. T. T. Marks.

At yesterday's Fourth of July celebration in Eugene, stand privileges were given to the following: In the war park, A. W. Christensen, Homer Lakin, H. W. Dunn and W. R. C. In the jail yard, Epworth League, Ladies of the Grand Army; on the street, Frank Blanton and Walter Kaufman.

Eugene won Sunday's baseball game on July 4, 3 to 2.

Eugene's celebration brought out a huge throng of people. The weather was good and there were amusements for everybody. Miss Edna Trivia read the declaration of independence and W. C. Hawley, president of Willamette university, delivered the oration. Miss Helen Clark was Goddess of Liberty and her aides were Miss Ermine Church and Miss Maude King.

J. H. Miller has resigned as constable of Junction City and J. M. Nichols has been appointed in his place.

About 12:45 yesterday afternoon, as the little daughter of W. W. Calkins was driving the family horse to the stable, the animal got beyond control and ran away. The little girl was thrown from the buggy seat, striking her head on the hard ground but beyond a few bruises she was unhurt.

A number of Eugene Rebekahs visited the lodge at Springfield and enjoyed a fraternal visit. Those in the party were Mr. and Mrs. J. W. Case, Mr. and Mrs. W. W. Chessman, Mr. and Mrs. W. T. Gordon, Mr. and Mrs. E. A. Farrington, Mr. and Mrs. W. M. Green, Mrs. J. S. Stiles and Mrs. J. M. Williams.

WHAT SHALL I DO?
BY VIRGINIA PAGEThis Girl Is "Different"
"My Dear Miss Page: So very often I read your column, and think that some people do ask the most foolish questions. But you give them splendid answers, the best anyone could give. You seem to tell them just what you mean, and yet don't hurt anyone's feelings. (Thank you—V. P.)"

"May I ask you a few? I hope they are not foolish, but perhaps they may seem as foolish to other girls as they have seemed to me. (1) I live the average girl's life. Am employed during the day, but do not work very hard. In the evenings, I sometimes go out, or else sit outside with my dearest friend, a darling girl. It is seldom that I retire later than 10 o'clock, and I rise at 6:30, but yet I am always tired in the mornings. I am sure I get enough exercise, for I am very athletic. Do you think I am over-tired?"

(2) I have often read your advice to girls to have more than one friend, but, dear Miss Page, I only love this one girl, and we have been going together for a year. She lives just next door, and we are together every minute we are home, and we are both very slow about making friends, and when introduced to anyone, are very distant, though not bashful. We love each other, and get along splendidly. Therefore, why should we have more than one friend?"

(3) Could you advise me what to do for an olive skin that is sometimes dry and sometimes oily? (4) Do you like my writing? (5) I don't like boys, and never go with one. I have met many nice ones, but just don't care to go with them. I am 17. I have never had a desire to marry and unless I change my ideas entirely, I am afraid I shall be an old maid.—A Lover."

You've probably not stopped growing yet, and that will account for the tired feeling; or you may not have enough exercise. There is such a thing as living too regular a life, and I don't see where, in the description you present, there is much room for your own energies. I rather think you do athletic tendencies. They may want more room in your scheme of things. You may be needing more scope for As you describe it to me, your life is that of a person much older than your years. Now, you may be just naturally very different from others, but if you are, you are likely to change very much later on. I think that is what you are feeling; and it would be a good idea for you to change to a more normal kind of life while it is yet easy and there is no unhappiness involved.

(2) You see, there are two reasons against being entirely absorbed in one friend, pleasant as that is at the time. It is not fair to other people, for one thing. You have a right, in this world, to give out to others some love, and some kindness and sympathy and interest. You have no right, frankly, to be quite so selfish. This being "different" is that, and nothing else; and it is lazy, besides. It takes

The Office Cat

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The woman who pushed her husband into the river was trying to drown her troubles. Somewhat embarrassed she sidled up to the department store glove counter. "I would like to see Miss Green," she stammered. The absent-minded salesperson looked up languidly. "Miss Green is out," she said, "but we have a Miss White who is very nice, also a Miss Black and Miss Brown, who are very popular this season."

A NEW TWIST
We now revise the old, old saw. And you all know it's true: A Ford car, when it finds some work for its hands to do.THE WAGES OF SIN
"Proctor" exclaimed the preacher as he came across a portion of his flock engaged in pursuing the goddess of chance. "Don't you all know it's wrong to shoot craps?" "Yes, pastor," admitted one parishioner sadly, "an' I love me, Ah's payin' 'er mah' sin."

One false step isn't always fatal. Where there's a will there's a way.

"Dickey," said the mother, "when you divided those five caramels with your sister, did you give her three?" "No, ma, I thought they wouldn't come out even, so I ate one 'fore I began to divide."

The trouble with modern prodigal sons is they do not return with any spirit of humility, but want to be met with a brass band and then taken home in a \$10,000 limousine while the crowds cheer.

THE CHAMP
It's easy to be grouchy. When things aren't coming your way: But the prize old growl is the man who will howl. When everything's going O. K.

Modern inventions are developing a race of button pushers. It means that all of the physical exercises of the future will be confined to posterity's thumb.

According to a neurologist, during the hot season the heads of families are especially apt to lose their balance. They're only to glance at their check books to realize that.

Undertakers attend more religious services than other people. Perhaps that is what makes them look so pious.

TWO PESSIMISTS
"I don't keep so much for this glad fad and Pollyanna business," For "Me, neither. It's getting so a man hardly knows where he can go to borrow a little trouble."DEATH RATTLES
They may jazz it dead. We thought it was dying from the weird noise it made. The traffic cops declare that too many people think they know how to drive a car as soon as they learn to step on the gas.YOU GET FRIENDS BY MIXING
All men are lovable, when you know them; some more so than others. The plan to shooish money was probably started by some female communist who discovered it made a bulge in her stocking.MINISTERIAL REPORTER
Father Kelly and Rabbi Cohen were the best of friends. They were guests at a banquet one evening at which ham was served. Father Kelly smilingly whispered to Rabbi Cohen: "Rabbi, when are you going to lay aside that old stuff and eat ham?" "The rabbi smiled, he said and whispered, 'At your wedding, Father Kelly.'"

While we are not sufficiently informed to be certain on the subject, we have a reasonable basis for the belief that, with his purchase of his 35th canine souvenir of Paris, the rightfully esteemed ring master, Jack Dempsey, is going to the dogs.

The man who really isn't paid half what he is worth is too busy during working hours to think about it.

AND THE OVERHEAD
"Are you sure you have shown me all the principal parts of this car?" asked the fair prospective purchaser. "Yes, indeed, all the main ones," returned the dealer. "Well, then, where is the depreciation?" Tom told me that was one of the biggest things about a car."SMILING BARGAIN
It's pretty hard for most of us to keep from buying things we don't want, if the sellers offer to throw in things we don't need.

Hotel McKenzie

McKenzie Bridge

GOOD MEALS AND BEDS

Two Daily Stages

Come up where it's nice and cool

A. PARK J. SHAFFER

A Date of Interest to You

July 1 marks the end of an interest period in our bank, the day when the accounts of our depositors are credited with the sums their savings have earned, for every dollar deposited with us draws

3% Compound Interest

July 1 marks the beginning of a new interest period, the day when depositors renew their saving efforts, and an especially opportune time for any ambitious person to open an account with us.

Put Your Savings on Our Interest Pay Roll

Bank of Commerce
Eugene, Oregon

Wade Bros.

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\$30

Attention Ford Owners!

Ford parts, like almost everything else worth while, are counterfeited. Imitation parts are manufactured to SELL at the highest possible rate of profit and the grades of steel used are consequently not the same high quality, specially heat-treated alloy steels specified in Ford formulas for the manufacture of GENUINE FORD PARTS.

Don't be misled—Insist upon GENUINE FORD PARTS made by the Ford Motor Company. By so doing you will get from 35 to 100 per cent more wear from them, and you will pay the lowest possible cost—the same everywhere.

50% OF GENUINE FORD PARTS RETAIL FOR LESS THAN 10c EACH

Ask for Parts Price List

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