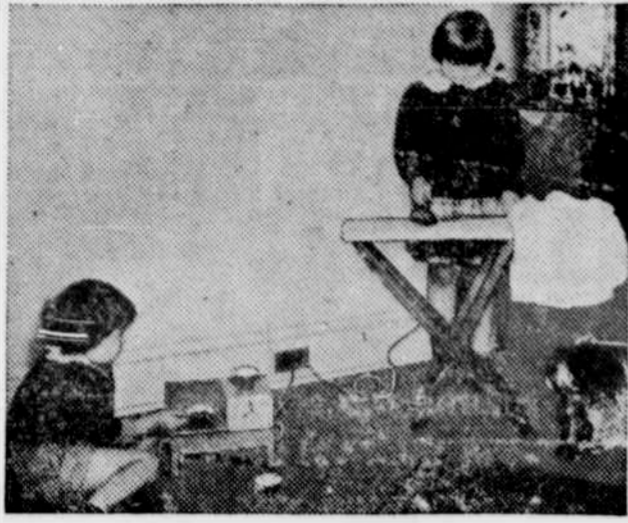


ELECTRIC SERVICE WITH SAFETY

Care of Electrical Appliances.

This is one of a series of articles prepared by the International Association of Electrical Inspectors to encourage safety in the use of electricity in homes.

Electric heating pads are very helpful appliances, and can be used with safety if a few rules are observed. Some pads have safety rules permanently attached to them and careful attention should be given to these suggestions so that fire and accident hazards may be avoided.



Parents should inspect electrical toys for insulation weaknesses.

To assure a long life for heating pads, avoid so far as practicable, sharp folds. Pads should not be pulled from place to place

by means of the supply cord lest the wire connections be broken. Do not hang the pad on a hook in a closet by means of the cord. Keep the original container to protect the pad when it is not in use. The practice of sticking safety pins through a pad to hold it in place should be avoided because pins are likely to make contact with the heating element. This would make the pin "alive" which might constitute a shock hazard. It is important to see that fabric covered pads are always kept dry. Infants, invalids or sleeping persons using heating pads should be attended.

The precaution regarding keeping heating pads dry applies to all appliances so far as the heating elements are concerned. When the electrical insulation of an appliance becomes wet, its effectiveness is greatly reduced because water is a conductor of electricity. It is evident that appliances should not be immersed in water so that their electrical parts become soaked.

When it is necessary to wash appliances, make sure that they are disconnected from the circuit, and take care to keep the electrical parts dry.

Electrical toys, like all other electrical devices, are safe if they are well made and kept in good condition but it is evident that the same careful treatment must be exercised with these devices intended for connection to the house circuit as with the regular household appliances. Parents should subject electrical toys to a careful inspection from time to time to see that they are in good order. Attention should be given to the condition of the cords, particularly if these are of a standard variety and do not carry the Underwriters' label.

There is one precaution to be observed in lighting Christmas trees with electric lamps. If the molded insulating material, of which the small lamp sockets are made, does not extend far enough beyond the end of the metal screw-shells, the

screw-shells themselves or the metal bases of the lamps may be exposed. If metallic tinsel or other metallic decorations come into contact with these exposed "live" parts of two sockets at the same time, a short circuit may result. This kind of an accident cannot happen with a lighting set having sockets properly designed. Before buying a Christmas tree set, screw a lamp into one socket and observe whether hanging tinsel could make contact with live parts of the socket or lamp. If metal reflectors are used see that the metal foil of the reflectors is well insulated from the metal of the socket and lamp base.

Electric lamps for Christmas trees have largely eliminated a very serious fire hazard, that of decorating trees with lighted candles. For this reason their use should be encouraged.



If Christmas tree lamps do not fit well in sockets it may be possible for tinsel or other metal decorations to make contact between two sockets and cause a short circuit.

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HOUSEHOLD HINTS

Scrape dough from a rolling pin and wipe with a dry towel instead of washing it.

A potato cut in half and dipped in scouring powder is a good agent for scouring knives and other cutlery and saves the dishcloth.

Trim a worn whisk broom to make an excellent brush to scrub food from kettles.

A few tablespoons of glycerine added to the last rinse when washing woollens prevents the garment from scratching when worn.

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MOTORISTS LAUDED FOR SAFETY EFFORT

Every motorist in Oregon deserves a pat on the back for the spirit of cooperation shown in the final effort in 1937 to keep the traffic toll

down, said Ralph A. Coan, director of the Oregon State Motor Association in charge of traffic, in a statement concerning the state's automobile accident record.

The fatality list for 1937, he pointed

out, was nearly 7 per cent shorter than in 1936. In 1936 the toll was 377 and in 1937 it was 352, meaning a saving of 25 lives.

The 1937 toll of traffic deaths is tentatively placed at 39,243 and the number of traffic injuries at 1,374,000—an all-time high for the United States. The Oregon State Motor association declared today that rural fatalities continued to mount at a faster rate than those occurring in major cities.

Pierce Speaks On Columbia's Power Future

Representative Walter M. Pierce was heard in a nation-wide broadcast over the Columbia Broadcasting system a week ago Tuesday afternoon, using the topic, "Columbia Development and the New Era of the Pacific."

He described Bonneville as a yardstick by which electric costs may be measured in other parts of the country and asserted that millions of dollars which could be saved annually in the Northwest, on the Tacoma rate base, would be enough to buy every distributing system within the next 10 years.

No argument, Pierce asserted, can justify the conduct of water, light and power plants in private ownership. He declared that regulation by state commissions, whether they are elected or appointed, is ineffectual, because "Wall Street groups" get control of the local operating companies and also get a strangle hold on legislatures.

Washington, Idaho and Oregon, he predicted, will pass laws making it possible for the people to buy existing distribution systems on the prudent investment basis. He suggested that cities should at once proceed to find the values of privately owned systems.

THREE MILLION SET FOR OREGON ROADS

A total of \$3,023,940.00 of federal funds has been apportioned to Oregon for the fiscal year beginning July 1, 1938, according to Dr. E. B. McDaniel, president of the Oregon State Motor association and vice-chairman of the American Automobile Association National Roads and Highways Committee.

However, the apportionment was accompanied by a request to Governor Martin that no projects for use of these funds be submitted until Congress has had further opportunity to consider President Roosevelt's request for cancellation of these funds.

A. S. Kolstad

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