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SAFETY ON THE HIGHWAYS

CURVES and crests are the danger places for motorists. Congestion of traffic is the other principal element of hazard. When drivers go around curves rapidly, or try to pass cars at curves or crests where the view is obstructed, or in heavy traffic on a straightaway, they set up hazards for themselves and others for which they should be brought sharply to account. Strict regulations governing all of these matters are sound and necessary. But when it is argued that the law is necessary which limits speed of motorists to a maximum of thirty miles an hour under all circumstances it is easy to find a counter argument well based and grounded — says the Eugene Guard.

On a straight stretch of open pavement, with no traffic in sight, thirty-five miles an hour is not a dangerous speed and neither is forty miles, for a reasonably heavy car with good brakes. On the other hand, fifteen miles an hour for curves, which is the minimum requirement, is too high for safety in some cases, as, for instance, those of hairpin turns on hilly, dirt roads. At such places even ten miles an hour is too fast for safety.

There is coming to be a considerable demand in the press of Oregon and from other sources for a raising of the speed limit. Discussing the subject, the McMinnville Telephone-Register says:

The next legislature should attend to this statute. Thirty-five miles an hour on a straight road is infinitely more safe than 15 in some towns or on curves. A careless, reckless driver at twenty-five miles an hour is more dangerous than an expert one at thirty-five. Emphasis should be placed first on how the car is driven, not how fast.

That is all quite true, and yet definition of regulations by law in accordance with such ideas would be a hard matter. It would be quite difficult for the law to define just what constitutes safe and what reckless driving. And of course there could not be one set of regulations for the expert driver and another for the driver less skilled. That would lead to necessity for definition which would be impracticable. However, to increase the speed limit for straightaway driving to thirty-five miles an hour would be practicable and quite well justified.

Rail Struggle Is Thriller

(Continued from Page 1)

into immediate action. Like Dempsey, he made up his mind he would clean the ring of obstructionists, not that he cared to pose as a leader in the railroad world, but only to see that the time-worn methods of manipulation should be replaced with the new plan of doing business in a business-like way.

His first move was to push the plan he had for gaining control of the Western Pacific. He stepped right out and completed the job. His next was to call a conference of the Great Northern and Northern Pacific executives and demand a show-down. Here he received his second

blow—Elliott and Donnelly came out flat-footedly against the Klamath extension program, apparently having gone over to the enemy, the Southern Pacific. It was a case of the old school against the new, ossification against vigor.

It was here that James indicated the real ability that is forcing him to the very mountain tops of railroad greatness. Without hesitation he decided to buy out all of the interests of the Northern Pacific in the S. P. & S. the Oregon Trunk and the Oregon Electric. The proposition was so gigantic that it stunned the Northern Pacific group and before they fully grasped the magnitude of the move they practically gave their consent. But there was one big stumbling block and one that so far has prevented the full consummation of the deal. That is the Chicago, Burlington and Quincy, jointly owned by the Northern Pacific and the Great Northern.

To carry out the comprehensive plan that James proposes to inaugurate, the Burlington is essential. Since the Burlington is the best-paying railroad in the United States, the Northern Pacific wants to keep it. James must have it to further his plan and to date there has been no solution of the problem reached. But James will win, if he has to buy control of the Northern Pacific to accomplish his end. That is the type of man he has shown himself to be.

With the Great Northern and Western Pacific under his control and with Hedd and Schumacher as his aides, he will then proceed to carry forward his great undertaking. This calls for the extension of the Oregon Trunk into Klamath Falls from the north and the construction into that city of the Western Pacific from the south. This is the original plan of the late James J. Hill. Thus he taps with two of his roads the greatest tonnage point in the United States now unserved by adequate railroad transportation. One can conceive how great a source of revenue this is when it is realized that the potential tonnage from the upper grades of lumber, based upon a rate of \$15 a thousand to Missouri river points, will yield about \$250,000,000.

With the Northern Pacific and Western Pacific tied up together at Klamath Falls, James goes a step further. He now controls the D. & R. G. W. With the completion of the Moffitt tunnel, which pierces the Great Divide, he will have traffic connection into Denver and thence over the Burlington into Chicago, which will give him the shortest line between the Pacific coast and the midwestern metropolises.

When James entered the Southern Pacific through the sale to that road of the El Paso & Southwestern, he immediately began to look around to see wherein he could benefit that great system. He immediately saw that to handle the rapidly increasing tonnage and adequately serve the territory it served, it would have to be double tracked.

Being of the new school, he did not believe in laying the second track alongside the first. It was then that he conceived the idea of gaining control of the Western Pacific and making that line the second track for the Southern Pacific. He was making good progress with this plan, when the Klamath extension row changed the aspect of things and caused him to hurriedly gain control. The one thing that is interesting the railroad men who are discussing the big problems involved is what James is going to do with his Southern Pacific stock. Will he remain as a stockholder of the Southern Pacific and still go out to establish the Great Northern and the Western Pacific as the dominant railroad factors in the West? An answer to this question will tell whether the struggle will reach the titanic proportions that some believe or will follow the lines of the constructive competition that others contend will be pursued.

In either event, there will emerge from comparative obscurity one man whose activities behind the scenes of reticence were almost lost to the world, but will go down into history as the greatest railroad captain of his day—Arthur Curtiss James.

STEWART'S WASHINGTON LETTER

By CHARLES P. STEWART
WASHINGTON — Col. Smith W. Brookhart showed a keen interest in the investigation of Pennsylvania republican senatorial primary expenses the minute he landed in Washington, from out in Iowa, the other day.

He made for the committee room, where the inquiry was in progress at the time, straight from the Union railroad station before even going to his hotel.

He got a royal reception from some of the committee members, too.

Senator Jim Reed, the chairman, though not of Brookhart's politics, is about as far out of harmony with his party management as the colonel is with his. A terrific scrapper himself, thoughts of the fight the Iowa had just been putting up in his home state were the very thing to thrill him to the core.

Senator Bob LaFollette and Col. Brookhart are fellow insurgent republicans. The colonel's and Senator McNary's hearts beat as one on the subject of farm relief.

It was a joyful reunion. The investigation had to wait while his friends slapped the recently nominated senator on the back, congratulated him and pumped his hand.

The inquiry's kick for Brookhart probably lay in the comparison he doubtless drew between the meagre \$3900 he found sufficient to finance his successful Iowa primary campaign, and the couple of millions or more spent in Pennsylvania—in vain, at that, on the part of two of the three candidates.

Brookhart's political methods, however, are different from those of the effete East.

He requires no money to pay others to help him fight. All the fighting it's necessary to have done in his behalf he's quite capable of doing for himself, at next to no expense.

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