

CARELESSNESS OF DRIVERS MENACE

IS CAUSE OF ACCIDENTS

Systematic Check of Cars Crossing Railroad Tracks Made By Inspectors Affords Information

During the summer months inspectors of the Pennsylvania railroad system checked 242,142 automobiles driving at selected highway crossings in each of the thirteen states through which the railroad operates to determine the extent and characters of carelessness displayed in driving mo-

tor cars over railroad tracks. During June, July, August and September 242,142 cars were checked. Of this number 7,877 reckless drivers were noted, the percentage being 3.12.

Reasonable Care From these figures it will be seen that on the average 97 per cent of the drivers displayed reasonable care in driving over the railroad tracks and that the other three per cent were careless or reckless. It therefore follows that the great bulk of accidents at highway crossings, as well as accidents on the streets and highways, may be charged to the carelessness of a very small minority of automobile drivers.

Various forms of carelessness were noted by the inspectors, some of which are described as follows:

Failing to look in either direction for train before crossing the tracks. Disregarding the stop signal of

crossing watchmen. Driving under crossing gate in front of trains while gates were being lowered. Running on crossings before stopping, not having car under control. Stalling on tracks. Stopping cars on crossings and turning around on tracks.

Paying no attention to the locomotive warning whistle. Racing automobile across the tracks to beat trains. Operating cars with defective brakes.

Often Disregarded In Virginia where there is a law which requires automobiles to stop before crossing the railroad tracks the checks show that the law was disregarded in a great many instances.

In other states that require busses carrying passengers to stop before crossing the railroad tracks the law

was also disregarded in a great many instances.

Excessive speed was the most common form of carelessness noted. In a number of instances the drivers made no attempt to reduce speed on approaching the crossings and occasionally cars were raced past other cars crossing tracks.

The politicians are studying the motor vehicle situation carefully to determine which is the bandwagon.

Dr. B. A. HAMILTON Dr. M. S. BELL DENTISTS Suite 4, Highland Park Trust & Savings Bank Bldg. Telephone 871 256 St. Johns Ave. Highland Park

IRA J. GEER DIES OF HIS INJURIES

(Continued from page 1)

Chicago, and a supporting member of the Chicago Historical society, a member of the University club, the Exmoor Country club, the Highland Park club, Zeta Psi fraternity, Illinois State Bar association, Art Institute Geographical society of Chicago, Williams College Alumni. He was a director of the Rosehill Cemetery company, vice-president and director of the North Shore Trust company of Highland Park and director of the Chicago Varnish company.

His religious affiliation was with the Presbyterian church. He was a regular attendant at the First Presbyterian church in Highland Park, and before removing to this city was president for many years of the board of trustees of the Fourth Presbyterian church of Chicago.

The Family Mr. Geer married Miss Clara Judd Goudy, daughter of the Hon. William C. Goudy, in his time one of the leading lawyers of the middle west, on June 2, 1887. Mrs. Geer is living and there are two sons, William Jewett Geer, residing in Racine, Wis., and Raymond Harold Geer, whose home is Oak Park. There is one grandchild, William Jewett Geer, Jr.

Service and Friendship Much might be said, and truly, of the life and work of this good man, whose career of splendid service was so productive of benefit to all with whom he came in contact. Two phases of his life are especially notable, his faithful efficient service to every person and institution by whom that service was required—more particularly that service in the little things of life, the little acts of kindness and thoughtfulness, which he did voluntarily, freely and generously whenever he felt them needed—and the range and extent of his friendships for his fellow men in all classes, educated and uneducated, rich and poor, high and lowly. To all was extended that wholesome friendliness which all knew to be genuine because it marked the very human qualities of the man. His friends were many and loyal, because they knew his worth and valued his friendship accordingly.

Highly Esteemed Here In Highland Park the passing of this good citizen and esteemed friend and neighbor is a blow to the entire community in which he was held in highest regard as counsellor and friend of every worth-while movement for the benefit of the community. Here he will be greatly missed, and by the many warm friends he made by his human, kindly, thoughtful ways his memory will be cherished always.

In addition to the many friends from Chicago and Highland Park and vicinity who attended the funeral, relatives from a distance were Mr. and Mrs. S. B. Storer of Syracuse, N. Y., and Mr. and Mrs. Ensey Moore of Jacksonville, Ill. Other friends present were Miss W. A. Munson of Michigan City, Ind., formerly a teacher in the high school here; Miss F. J. Forgan, also a former teacher here, who came from Detroit to attend the obsequies, and Nathan Judson of Lansing, Mich., a long-time, close friend of Mr. Geer.

Pallbearers Active pallbearers were Jesse L. Smith, Frank Zipoy, J. H. Missen, John V. Norcross, Charles F. Grant, Frank G. Gardner. Honorary pallbearers were W. O. Green, J. Rotchacher, Henry W. Boyd, William Reay, W. A. Taylor, R. L. Sandwick, James B. Forgan, Sr., Ben Ball, A. C. Zenos and Edgar M. Snow.

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In this list you will no doubt find some of your friends and acquaintances. If you have not already ridden in V-63, the opinions of these owners will convince you of the superior performance and marked advance in design of this latest Cadillac, the new Standard of the World.

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