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**URGES EDUCATION
IN ACCIDENT WAR**

JAY-WALKERS, CHILDREN

**Police Commissioner Says Co-
operation Needed; Legisla-
tion Will Not Do
Everything**

A bulletin issued by the accident prevention department of the Chicago Motor club quotes traffic commissioner Edward Donahue, of Cleveland, as saying: "If the time and money spent in making surveys and reports were used to educate children and jay-walkers to the dangers of traffic, Cleveland's automobile dead record would not be called exceedingly bad."

"Needless to say, some reports and surveys are necessary," comments the bulletin. "What Mr. Donahue means to stress is that education is necessary if we are to reduce accidents, and in this belief we at the Chicago Motor club most heartily concur. On the day that commissioner Donahue gave out this interview, two children were killed, one of these children, a little tot, scarcely more than a baby, hung to a spare tire carrier, fell under the wheels of the car and was killed before the driver knew of the accident. Could any policeman, unless he had seen that little girl climbing on the tire carrier, stop that accident? Could any direct police measure have prevented it?"

"Only one thing could have saved that girl—education to danger. The commissioner points out that in the two deaths referred to, speed was not a factor. He has issued instructions to his motorcycle policemen to pick up children they see on the street flirting with death and take these children home to their parents. Officers will then read the parents a lecture on safety."

"The automobile is here to stay. We cannot legislate it off the streets. We cannot put all drivers having accidents in jail. We must live with this new device, and how shall we do it? That is your problem and mine. We must not be misled by hysterical statements, we must not believe that the motorist should be required to exercise all the caution; it is a 50-50 game, the motorist and the pedestrian co-operating."

**USING PLANES IN
AIR OBSERVATION**

**Weather Bureau Utilizing Them
To Supplant Kites in
High Altitudes**

A new feature of free-air observations, which have long been made by means of kites and pilot balloons by the Weather Bureau of the United States Department of Agriculture, is observation by airplane. For the past year this type of observation has been carried on at the naval station at San Diego, Calif., and recently it has been started at Anacostia, D. C., under a co-operative arrangement between the Navy department and the Weather Bureau.

Flights are to be made at about 8 a. m. daily, and are to reach a height of at least 3,000 meters. The data obtained will be available to the forecaster by 9:30 a. m. and will include the temperature and relative humidity at various elevations, and many supplementary notes, such as visibility, cloud heights, thickness, etc. The Marvin meteorograph, which is used for regular kite flying, is being employed for this work. It is mounted in a specially constructed iron frame on the top of the upper wing of the plane, and is therefore well exposed and unaffected by heat from the motor.

The practical benefits to be derived by having available these free-air records of temperature and humidity, in addition to the free-air wind movements obtained by using pilot balloons, are obvious. Airplanes have distinct advantages over kites in this work in that they can be used in calms and very light winds, can be flown near populous centers, and require less time to complete a flight, a most important consideration if the data obtained are to be effectively used in current forecasting.

**SAYS TORNADO LOSS
COULD BE AVERTED**

**Meteorological Expert Advises
Use of Telephone to Warn
of Danger**

Dr. W. J. Humphrey, senior meteorologist of the United States weather Bureau, asserts that much loss of life from tornadoes could be prevented by proper use of the telephone.

He calls attention to the fact that while tornadoes travel at a speed of about 80 miles per hour, a telephone message can travel as high as 186,000 miles a second, and even on the slowest circuits will move several thousand miles a second. Persons in the path of a "twister" should be warned at once by telephone, says Dr. Humphrey, who adds: "The use of the telephone is now so general that most of the people of the community could be warned in time to seek safety."

Every knock is a boost, but if the home town knockers thought they were boosting, they might quit talking.

**WASHINGTON FOLKS
ARE NOT SO FAST**

**Statistics Show That Majority
Move Slowly, Government
Workers Especially**

We hear a lot about the rapid pace at which the average American travels in his every-day life, but this theme, like a lot of others is based on imagination principally if the figures gathered in a traffic survey in this city of a half million people can be taken as a criterion.

Traffic survey engineers have recently collected data from 90,000 persons in the District of Columbia and they furnish some interesting data.

Most of those who have a daily trip of two miles or less from home to office, walk the distance during nice weather and their average pace is just 3.7 miles per hour. The figures show that street car riders travel at the rate of 5.7 miles per hour. This is of course for the two-mile passengers.

Those who travel from two to six miles from home to office do it at the rate of 7.2 miles per hour on street cars, 7.5 miles per hour on motor busses and 10.6 miles per hour in private automobiles. These figures represent the average daily traffic movement, and were gathered by means of questionnaires distributed among 125,000 people, 90,000 of whom took the trouble to answer.

The figures show further that street car users pay the companies an average of 2.44 cents per mile for every mile traveled, the bus patrons 3.66 cents per mile and the taxi riders 23.9 cents per mile. The report adds:

"We learn that 40 per cent of the workers in this city of half a million population have no regular use for public transportation facilities, 20 per cent walk to and from work and 20 per cent use private motor vehicles. Another 20 per cent of the wage earners use suburban lines which leaves 40% to be provided for by the street car systems and motor busses. Further study of the figures shows that the number of revenue street railway rides per capita in Washington is 234 a year."

**SAFE DRIVING IS
MATTER OF SENSE**

**Regulation Demanded by Good
Judgment; Preaching Does
Not Help Much**

"Safe-driving is simply and solely a regulation demanded by common sense and no amount of preaching or pleading is going to reach the man behind the wheel, while he is behind the wheel, until he comes to realize that he is part of his car and that when the car is hurt it is going to hurt him personally, physically or otherwise," says Charles M. Haynes, president of the Chicago Motor club.

"After the first thrill of making a machine go, the superiority complex that all new drivers and many veterans have in a car, experience should show one that safe driving and safe average speeds are vital to selfish driving interests.

"For instance: The top of a hill always suggests hugging the right hand road because it suggests another car coming over the top at high speed, a crash, delay, pain, expense.

"A left or right hand curve suggests hugging the right hand road, running under control and throttling to prevent a skid for exactly the same reason, plus ditches on either side, probable rough spots around the curve, a new and untried track, pain, delay, expense, regrets.

"Braking down eats up 20 seconds. A crash eats up half an hour, a day, weeks, sometimes eternity.

"A railroad track always suggests splintered glass, a wrecked car, pain, oblivion! It takes about 7 seconds for a long express train to pass over a grade crossing. It takes 20 seconds to brake down from 35 miles an hour, once over the crossing, shift, and go ahead."

**RED CROSS APPEALS
FOR MORE SWEATERS**

**Thirty Thousand Needed Before
Winter for Disabled Sol-
diers, Report**

Thirty thousand sweaters are needed before cold weather, to meet the requirements of disabled ex-service men in hospitals. Mrs. Angus S. Hubbard, who, since the beginning of the war, has knitted constantly for the soldiers, has accepted the chairmanship of this work for the Red Cross, Chicago chapter.

There are now 26,000 ex-service men in the hospitals and an equal number of our patients. Many of the men arrive at the hospitals with only the few clothes which they are wearing. Sweaters have been furnished to these men from Red Cross supplies, but the supplies are nearly exhausted. The call for knitters is as urgent as an old war-time request. Apply to the American Red Cross, 616 S. Michigan avenue, Harrison 6164, for instructions.

Flower exhibits are being held in many places, but we have all the flowers of rhetoric that we need.

These people who announce to confidently that they are going to "tell the world," may find that the world declines to listen while it receives the said information.

**SOUTHERN EDITORS
ADOPT ETHICS CODE**

**First Duty to Print News Hon-
estly and Fairly Points
Emphasized**

Southern Newspaper Publishers association at a meeting held recently, in Asheville, N. C., adopted a code of ethics based on the assumption that a newspaper's first duty is to print the news, honestly and fairly, unbiased by any other consideration.

Among the points made in the code were these:

"Recognizing honest differences of opinion exist, we may vigorously maintain our own position without denouncing others as dishonest and unfair."

"Decency should be the guiding star in the printing of news, editorials, advertising and all feature articles or illustrations."

"Is it fit to print and to be read by my own mother?" should be the test rather than "Will it sell more papers?"

"Consideration for the unfortunate

and for guiltless victims of the faults of others."

"No story justifies needless damage to a good reputation nor wanton pain to an innocent."

"Respect and tolerance for those of different religions, races and circumstances of life."

"Honesty in all dealings, whether with readers, advertiser, employees or competitors."

"Truth first, last and always."

**RIGHT OF WAY LAW
CONFUSING TO MANY**

**Motorists Advised Regarding
Observation of Regula-
tion Measure**

The right hand right of way law is still a subject that confuses many motorists, according to the legal department of the Chicago Motor club. "Motorists are often of the opinion that the right hand right of way rule applies to street cars," says a bulletin issued by the legal department, "but it has been held that street cars are

not vehicles within the meaning of the act.

"Drivers using streets upon which street cars run are prone to consider that they have the right of way because they are traveling on such a street. The right hand right of way law applies here as elsewhere. The only exceptions to the rule are boulevards and through streets, or streets upon which traffic is regulated by traffic officers."

"The right hand right of way law governs vehicles approaching intersections. The man on your right has the right of way at all intersections; the law does not apply to cars traveling on the same street and running in the opposite direction."

In spite of all the fault-finding with Congress, no indication is given that they are going to resign.

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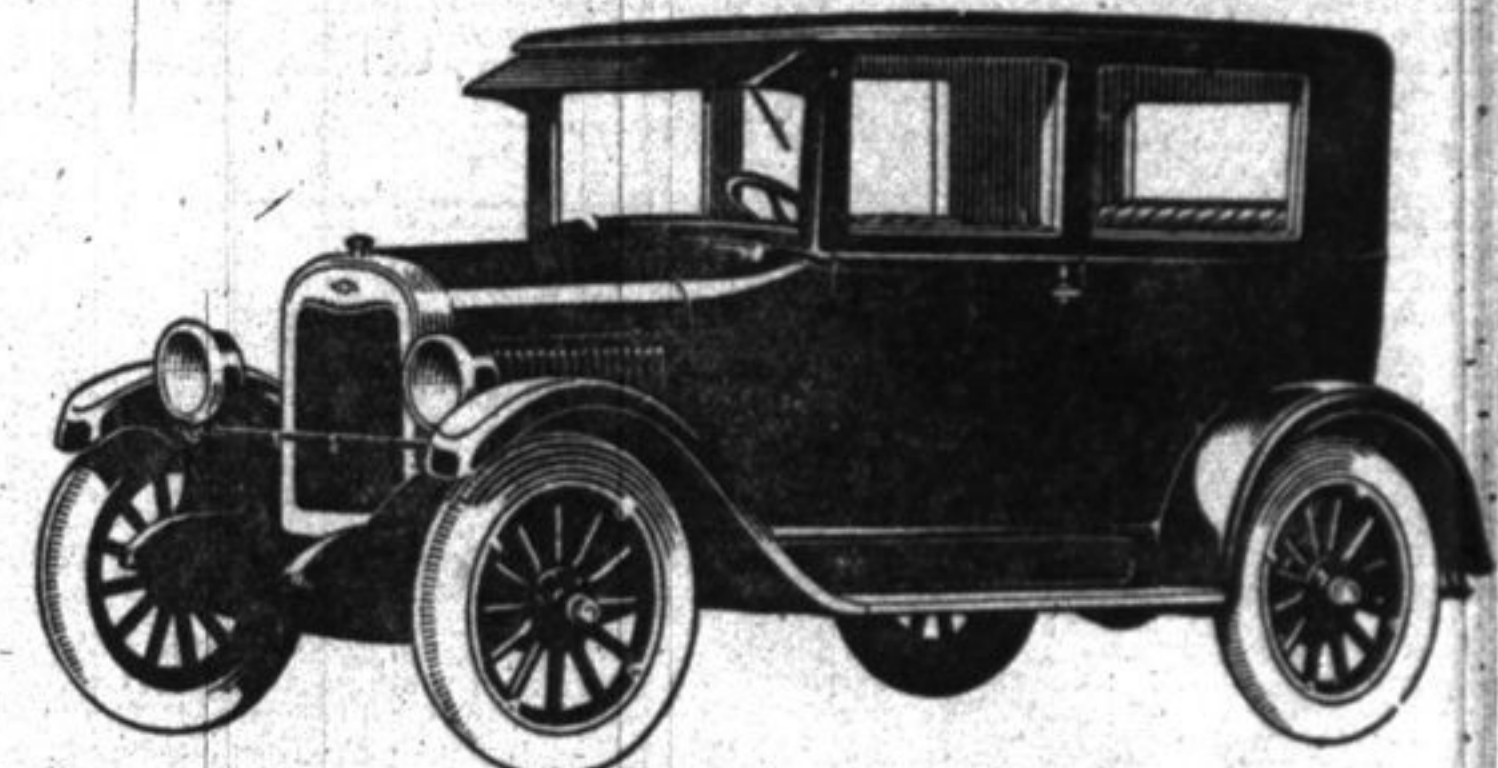
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