

**UNIFORM SYSTEM  
TRAFFIC CONTROL**

**TO REDUCE ACCIDENTS**

**Relief Committee Making Survey of Conditions Is Given Economic Side Emphasized in Report**

That only a uniform and scientific system of traffic control will reduce Chicago's rising score of motor accidents, pedestrians injuries and fatalities due to automobile smashups, is the belief of the traffic committee of the Chicago Association of Commerce, which has been studying ways and means to increase the safety of Chicago streets. This point is brought out in the report of the city wide traffic survey which the committee is now putting into book form for issuance next month. According to this 300 page survey report the direct economic cost of automobile accidents in Chicago last year was at least \$17,000,000.

The study of Chicago's traffic accident problem was made in conjunction with the National Safety Council. In discussing the findings of this investigation Miller McClintock, director of the Erskine Bureau of Harvard, who conducted the local survey says:

**On Economic Side**  
"On the economic side alone accidents constitute a material part of the traffic problem in Chicago while to many the human values involved far outweigh any economic calculation. According to the statistics there were approximately 19,500 personal injuries from traffic accidents during 1925 and 649 deaths. A study of these cases and others in previous years indicates that the principal sufferer is the pedestrian. Thus the accident record strongly supports the policy of traffic codes such as have been installed by other cities to give pedestrian protection. When this is given

Not merely are the motorists hitting the high spots on the roads, but they succeed in hitting some low ones in the ditches.

on the basis of a reasonable adjustment between motorists and pedestrians with careful regard for the rights of each, accidents are reduced."

Although signal lights are installed primarily for the regulation of vehicular traffic an important "by product" of the systems is the reduction of accidents according to Mr. McClintock who points out in the survey that during the period of five months immediately following the installation of the central control lights as compared with a similar period February 8, 1925 to July 8, 1925 personal injury automobile accidents were reduced 23 per cent. Thus the control lights have served a dual purpose. They have reduced the time of vehicles in crossing the loop by 10 per cent but this orderly speeding up of traffic has produced a saving in accidents.

**Pedestrians Injured**  
Both in 1926 and in 1925, 90 per cent of the victims of these personal injury accidents in the loop were pedestrians. "While this is to be expected," says the survey, "it indicates that the problem of the central district is chiefly one of proper relationship between the pedestrian and the motorist. The reduction in accidents may be attributed largely to better movement of pedestrians but there is still room for improvement."

The survey report contains much information about accidents to children and methods to be followed to reduce the number. The study of the question shows that for children of all ages the chief problem in Chicago is not one of safe transportation to and from school but is rather a problem of the child playing in his own immediate neighborhood. Nearly one-half of the accidents to children in 1925 occurred in the same block where the child lived; two-thirds were no further away than the next block and three-fourths were within two blocks. It is the belief of the survey that the playgrounds now lacking in a large part of the city's area, will be a vital factor in reducing accidents to children living in congested districts as play spots take children from the streets.

The American people should have learned by some of the election results, that if they don't come out they will be out.

About all that many of the politicians know about the shipping problem, is that they have had experience sailing up Salt river.

Proposed to plant fruit and nut trees along the highways, and the boys will see to it that the products thereof does not litter up these roads.

**SAYS WOMEN NEED  
REPUBLICAN PARTY**

**Nationally Known Lecturer Is Quoted as Urging Them to Its Support**

Mary Hight, nationally known author and lecturer, says: "It is the Women of America who need the Republican party most of all. Your husbands' income depends directly upon the Republican protective tariff. All your basic industries enjoy their prosperity solely because of the tariff. It is you women who have to keep the homes going. You have to stretch your husbands' incomes to meet your needs and those of your

children. Statistics show that you spend 72 per cent of every dollar your husbands earn.

"If your husbands are not working or are not earning good wages, the hardship falls most upon you. The children must be clothed and fed. The home must be kept warm. The husbands' health must be maintained. The children of today are the business men and workers of ten or fifteen years hence. If they are not properly nourished and educated and warmly clothed, they will not be able to hold their own in manhood's battle for success.

"Everything begins with the home. As the home is, so is the nation. It is up to you to preserve your income!"

**ONE-ROOM SCHOOLS**

Thirty per cent of the elementary school children in Indiana are taught in one-room schools. Last year 352 one-room schools were abandoned, but there are still 6,029 in the State. Only one county, Marion, has entirely discontinued one-room schools, but three other counties have only one one-room school each.

In some parts of the country they complain of mobs, but the only sign of mobs around here is when the stores advertise bargains.

Forcible feeding is sometimes necessary when people go on a hunger strike, and apparently it is the only way to get education into some minds.

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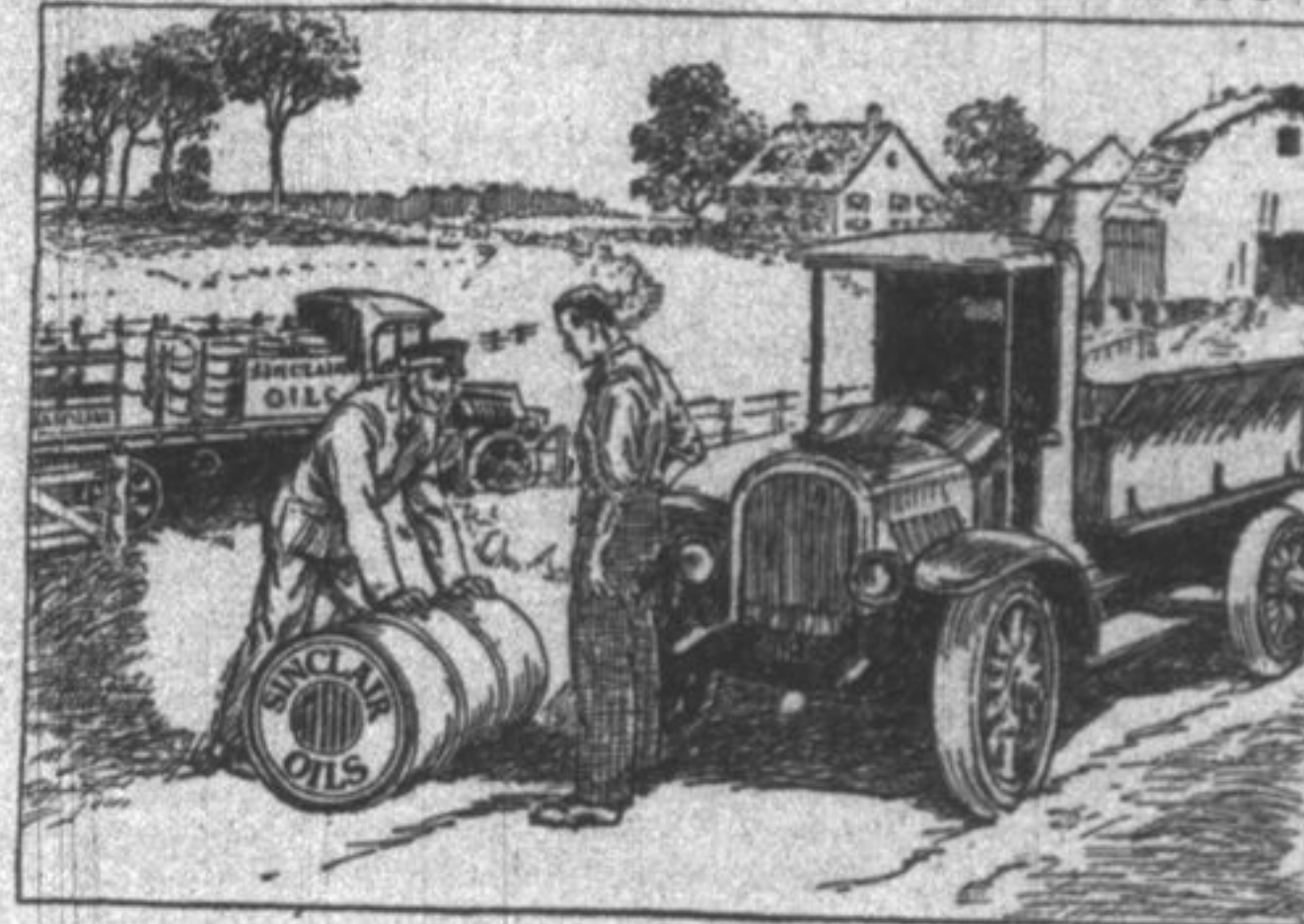
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